

Exhibit No 91

Rockville Pike plan: Fleet Street extension
Carol Henn
to:
rockvillepikeplan
05/16/2011 08:23 AM
Hide Details
From: Carol Henn

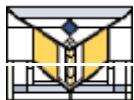
To: rockvillepikeplan@rockvillemd.gov

Good morning,

I would respectfully like to submit comments on the Rockville Pike plan, and specifically about the Fleet Street extension aspect of the plan. My strong preference is that the extension not be built. I do not think that diverting busy Rockville Pike traffic through the neighborhood is a safe or wise idea. However, if the extension is built, sufficient care must be taken to ensure pedestrian safety is maintained. Many high school students walk to and from Richard Montgomery through the current foot path and the ability to safely traverse this area must be protected. I've heard people say that high school-aged kids they should be able to navigate the streets. But having raised two teenagers and had countless kids in my house, I know that high school kids have a lot on their minds and so can be a bit oblivious to what's going on around them. It comes with the age...and I'd like to give them the chance to grow out of it.

Thank you,

-Carol Henn
193 Hardy Place
Rockville, MD 20852



To:
Cc:
Bcc:
Subject: Fw: Rockville's Pike plan - school impacts

From: "Crispell, Bruce" <Bruce_Crispell@mcpsmd.org>
To: "DLevy@rockvillemd.gov" <DLevy@rockvillemd.gov>
Cc: "Turpin, Janice" <Janice_Turpin@mcpsmd.org>
Date: 05/16/2011 11:04 AM
Subject: Rockville's Pike plan - school impacts

David,

This email is sent to provide comment, in terms of public school impacts, on the Rockville Pike corridor plan, called "Rockville's Pike: Envision A Great Place." I have enjoyed reviewing the plan and the new vision for the Rockville Pike.

The school impacts of the plan will depend on how many housing units are built and when they are built. The plan provides few specifics on the number of housing units that could be built. In addition, the timing of construction will be dependent on when the plan can begin to be implemented and the market for housing in the coming years. I understand that the lack of specifics on housing is due to the deliberately flexible nature of the plan, that allows for various combinations of commercial and residential.

The only specificity I find on housing units is in Appendix B, page B.25, where it is stated; "If demographic patterns continue for the next 20 years as they are expected to in the next five years, there will be demand for a total of 1,577 for-sale multifamily units and 3,312 for-rent multifamily units in the study area by 2027. This results in a total of 4,889 multifamily units. When we spoke a few weeks ago you had provided a ballpark range of 4,000 to 6,000 multi-family units. In all cases, I understand that these will be high density units with structure parking. This influences that expected student generation. Below I provide the estimated student generation for the range of units you provided, and for the 4,889 units in Appendix B of the plan anticipated by 2027.

4,000 Multi-family units – Students generated

Grades K – 5 = 168
Grades 6 – 8 = 156
Grades 9 -12 = 132

6,000 Multi-family units – Students generated

Grades K – 5 = 252
Grades 6 – 8 = 234
Grades 9 -12 = 198

4,889 Multi-family units – Students generated

Grades K – 5 = 205
Grades 6 – 8 = 191
Grades 9 -12 = 161

Under any of the housing scenarios listed above, there are not enough students generated at build-out for the school system to request a school site be identified in the plan. Following is information on schools that serve the plan areas.

The "north" and "middle" portions of the plan are within the Beall Elementary School, Julius West Middle School,

and Richard Montgomery High School service areas. Both Beall Elementary School and Julius West Middle School are currently having feasibility studies conducted for possible additions to resolve space deficits. In addition, a feasibility study is being conducted to open a new elementary school in the Richard Montgomery cluster, at the site of the former Hungerford Park Elementary School at 332 W. Edmonston Drive, Rockville, Maryland. Capital projects resulting from these feasibility studies will be considered next fall as part of the *FY 2013–2018 Capital Improvements Program* (CIP). Most of the “south” portion of the plan is served by Farmland Elementary School, Tilden Middle School, and Walter Johnson High School. These schools are projected to remain within capacity for the next six years. The area of the “south” part of the plan—east of the railroad tracks near the Twinbrook METRO station—is served by Twinbrook Elementary School, Julius West Middle School, and Richard Montgomery High School. As is the case for Beall Elementary School and Julius West Middle School, a feasibility study for an addition at Twinbrook Elementary School is being conducted this year, and will be considered as part of next fall’s CIP.

I’m attaching pages from the latest CIP that displays enrollment projections and facility plans for all of the schools that would be serving the plan areas. Please let me know if I can be of further assistance.

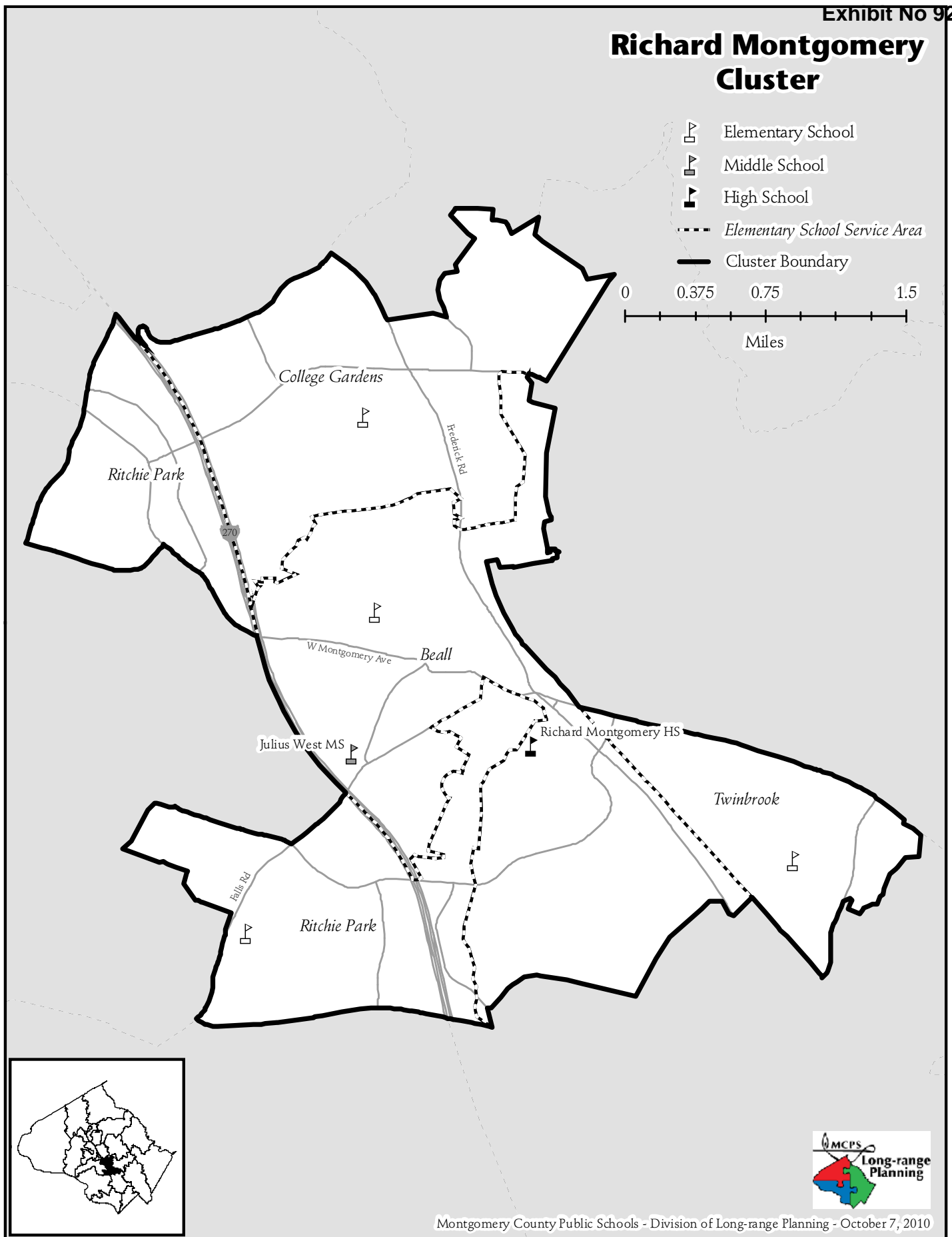
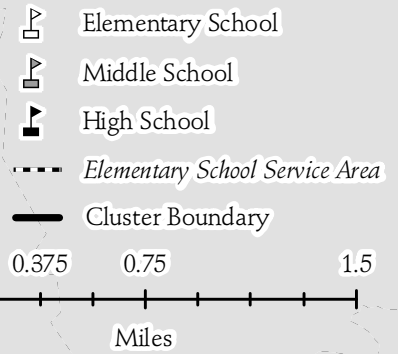
Bruce Crispell

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[attachment "Richard Montgomery Cluster CIP.pdf" deleted by Mayra Bayonet/RKV] [attachment "Walter Johnson Cluster CIP.pdf" deleted by Mayra Bayonet/RKV]

Richard Montgomery Cluster



Montgomery County Public Schools - Division of Long-range Planning - October 7, 2010

CLUSTER PLANNING ISSUE

Student enrollment at elementary schools in the Richard Montgomery Cluster has increased dramatically over the past three school years. In order to address the overutilization at the elementary schools, facility planning funds were approved in the FY 2011–2016 CIP to study possible additions at Ritchie Park Elementary School during the 2009–2010 school year and Beall and Twinbrook elementary schools during the 2010–2011 school year. The magnitude of enrollment growth in the cluster now requires a new elementary school. Therefore, it is recommended that a feasibility study be conducted during the 2010–2011 school for a new elementary school at the site of the former Hungerford Park Elementary School, located at 332 W. Edmonston Avenue in the City of Rockville. By conducting the feasibility study this school year, a recommendation for planning and construction funds can be requested in fall 2011, as part of the FY 2013–2018 CIP.

There are two other elementary school sites located in the Richard Montgomery Cluster that were reviewed in developing the recommendation to open a new school in the cluster—one in the King Farm community, south of Redland Road, and the other in the Fallsgrove community. These schools sites are located in the northern edges of the cluster in contrast to the Hungerford Park location that is centrally located in the cluster. A central location is important to addressing the overutilization of all the schools in the cluster, and in developing future school boundaries for the new school that will help minimize transportation time and distance for students.

In addition to a new elementary school, the magnitude of space deficits in the Richard Montgomery Cluster may require one or more classroom additions at Beall, Ritchie Park, and/or Twinbrook elementary schools. Although College Gardens Elementary School also is overutilized, no addition is feasible at College Gardens Elementary Schools because it was built out to the core capacity of 740 when it was modernized in 2008. With the completion of all of the capacity studies, a comprehensive plan to address the overutilization in the Richard Montgomery cluster elementary schools will be developed as part of the FY 2013–2018 CIP in fall 2011.

To address the overutilization at College Gardens Elementary School, it is recommended that the Chinese Immersion Program, which is currently located at this school, be relocated to the new elementary school when it opens. By relocating the program to the new school, approximately 150 students would be reassigned out of College Gardens Elementary School, alleviating most of the space deficit projected for College Gardens Elementary School. In addition to relieving the overutilization at College Gardens Elementary School, the relocation of the program would minimize disruption to the College Gardens Elementary School service area. Furthermore, the

location of the new school will continue to provide the Chinese Immersion students a centralized location in the county, and in a new facility.

In a few years the wave of increasing elementary student enrollments will reach the middle school level. Julius West Middle School enrollment is projected to exceed the school's capacity by over 300 students by the end of the six-year planning period. Therefore, it is recommended that a feasibility study be conducted during this school year, to determine the feasibility, scope and cost of an addition at the school. At the high school level, enrollment will not exceed the projected capacity throughout the six-year planning period.

SCHOOLS

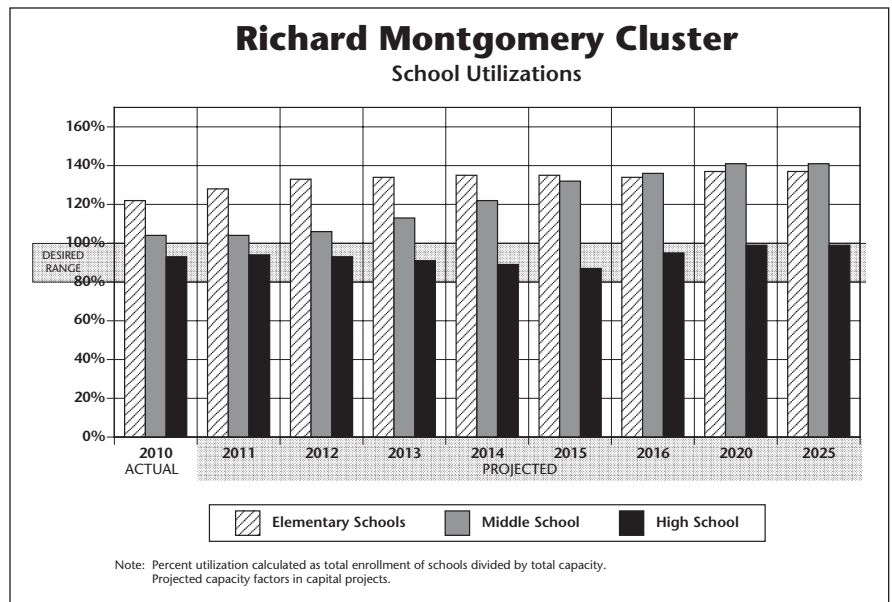
Julius West Middle School

Capital Project: Projections indicate enrollment at Julius West Middle School will exceed capacity by over 300 students by the end of the six-year planning period. A feasibility study will be conducted during this school year to determine the feasibility, scope, and cost for a classroom addition. Relocatable classrooms will be utilized, when needed, until additional capacity can be provided.

Capital Project: Restroom renovations are approved for this school for completion in the 2011–2012 school year.

Beall Elementary School

Capital Project: Projections indicate enrollment at Beall Elementary School will exceed capacity by more than four classrooms throughout the six-year planning period. An FY 2011 appropriation was approved for facility planning funds to determine the feasibility, scope, and cost for a classroom addition. As discussed above, in the Cluster Planning Issue section, if an addition is recommended as part of the comprehensive plan for



elementary capacity in the cluster, the date for completion of this addition will be recommended in the FY 2013–2018 CIP in fall 2011. Relocatable classrooms will be utilized until the cluster-wide elementary school capacity plan can be implemented.

Capital Project: Restroom renovations are approved for this school for completion in the 2013–2014 school year.

College Gardens Elementary School

Non-capital Solution: In order to address the projected over-utilization at College Gardens Elementary School, the Chinese Immersion program, currently located at the school, is recommended to be relocated to the new Richard Montgomery Cluster Elementary School #5 (at the site of the former Hungerford Park Elementary School) when the school opens. The timing of the opening of this new school will be recommended in fall 2011 as part of the FY 2013–2018 CIP. Relocatable classrooms will be utilized until this program is reassigned.

Ritchie Park Elementary School

Capital Project: Projections indicate enrollment at Ritchie Park Elementary School will exceed capacity by more than four classrooms throughout the six-year planning period. An FY 2010 appropriation was approved for facility planning funds to determine the feasibility, scope, and cost for a classroom addition. This feasibility study has been completed. As discussed above, in the Cluster Planning Issue section, if an addition is recommended as part of the comprehensive plan for elementary capacity in the cluster, the date for completion of this addition will be recommended in the FY 2013–2018 CIP in fall 2011. Relocatable classrooms will be utilized until the cluster-wide elementary school capacity plan can be implemented.

Capital Project: Restroom renovations are approved for this school for completion in the 2015–2016 school year.

Twinbrook Elementary School

Capital Project: Projections indicate enrollment at Twinbrook Elementary School will exceed capacity by four classrooms or more by the end of the six-year planning period. An FY 2011 appropriation was approved for facility planning funds to determine the feasibility, scope, and cost for a classroom addition. As discussed above, in the Cluster Planning Issue section, if an addition is recommended as part of the comprehensive plan for elementary capacity in the cluster, the date for completion of this addition will be recommended in the FY 2013–2018 CIP in fall 2011. Relocatable classrooms will be utilized until the cluster-wide elementary school capacity plan can be implemented.

Capital Project: Restroom renovations are approved for this school for completion in the 2014–2015 school year.

Richard Montgomery Cluster Elementary School #5 (Hungerford Park site)

Capital Project: Elementary school enrollment projections indicate the need for a new elementary school in the Richard Montgomery Cluster. A feasibility study will be conducted during this school year to determine the feasibility, scope, and cost of the new elementary school at the site of the former Hungerford Park Elementary School, at 332 W. Edmonston Avenue in the City of Rockville. The date for opening of the new elementary school will be recommended in fall 2011 as part of the FY 2013–2018 CIP.

CAPITAL PROJECTS

School	Project	Project Status*	Date of Completion
Julius West MS	Classroom addition	Proposed	TBD
	Restroom renovations	Approved	SY 2011–2012
Beall ES	Classroom addition	Proposed	TBD
	Restroom renovations	Approved	SY 2013–2014
Ritchie Park ES	Classroom addition	Proposed	TBD
	Restroom renovations	Approved	SY 2015–2016
Twinbrook ES	Classroom addition	Proposed	TBD
	Classroom addition	Approved	SY 2014–2015
Richard Montgomery Cluster ES #5	New school	Proposed	TBD

*Approved—Project has an FY 2011 appropriation approved in the FY 2011–2016 CIP.

Programmed—Project has expenditures programmed in a future year of the CIP for planning and/or construction funds.

Proposed—Project has facility planning funds approved or recommended in the FY 2011–2016 CIP for a feasibility study.

Recommended—Project has an FY 2012 appropriation recommended in the Amended FY 2011–2016 CIP.

Projected Enrollment and Space Availability

Effects of the Recommended Amendments to the FY2011–2016 CIP and Non-CIP Actions on Space Available

Schools			Actual 10-11	Projections															
				11-12	12-13	13-14	14-15	15-16	16-17	2020	2025								
Richard Montgomery HS		Program Capacity	2232	2232	2232	2232	2232	2232	2232	2232	2232								
		Enrollment	2065	2107	2070	2031	1977	1934	2113	2200	2200								
		Available Space	167	125	162	201	255	298	119	32	32								
		Comments	+1 METS																
Julius West MS		Program Capacity	995	995	995	995	995	995	995	995	995								
		Enrollment	1039	1037	1051	1121	1214	1318	1357	1400	1400								
		Available Space	(44)	(42)	(56)	(126)	(220)	(324)	(362)	(405)	(405)								
		Comments	-1 METS See text																
Beall ES	CSR	Program Capacity	526	526	526	526	526	526	526										
		Enrollment	714	763	802	824	822	835	815										
		Available Space	(188)	(237)	(276)	(298)	(296)	(309)	(289)										
		Comments	Facility Planning for Addition																
College Gardens ES		Program Capacity	670	670	670	670	670	670	670										
		Enrollment	791	835	862	838	838	831	825										
		Available Space	(121)	(165)	(192)	(168)	(168)	(161)	(155)										
		Comments	See text																
Richard Montgomery Cluster ES #5		Program Capacity																	
		Enrollment																	
		Available Space																	
		Comments	See text																
Ritchie Park ES		Program Capacity	387	387	387	387	387	387	387										
		Enrollment	516	544	565	580	582	571	579										
		Available Space	(129)	(157)	(178)	(193)	(195)	(184)	(192)										
		Comments	See text																
Twinbrook ES	CSR	Program Capacity	541	541	541	541	541	541	541										
		Enrollment	560	577	590	609	618	626	633										
		Available Space	(19)	(36)	(49)	(68)	(77)	(85)	(92)										
		Comments	Facility Planning for Addition																
Cluster Information		HS Utilization	93%	94%	93%	91%	89%	87%	95%	99%	99%								
		HS Enrollment	2065	2107	2070	2031	1977	1934	2113	2200	2200								
		MS Utilization	104%	104%	106%	113%	122%	132%	136%	141%	141%								
		MS Enrollment	1039	1037	1051	1121	1214	1318	1357	1400	1400								
		ES Utilization	122%	128%	133%	134%	135%	135%	134%	137%	137%								
		ES Enrollment	2581	2719	2819	2851	2860	2863	2852	2900	2900								

Demographic Characteristics of Schools

Schools	2010–2011						2009–2010		
	Total Enrollment	Two or more races %	Black or Afr. Amer. %	Asian%	Hispanic %	White %	FARMS%*	ESOL%**	Mobility Rate%***
Richard Montgomery HS	2065	4.0%	15.5%	25.0%	20.4%	34.7%	17.9%	6.5%	10.7%
Julius West MS	1039	5.0%	17.9%	19.6%	25.1%	32.1%	27.2%	6.7%	11.7%
Beall ES	714	6.6%	14.1%	26.5%	16.1%	35.7%	25.2%	18.5%	12.4%
College Gardens ES	792	6.9%	15.3%	25.4%	11.2%	41.0%	11.1%	13.0%	12.8%
Ritchie Park ES	516	4.3%	10.5%	20.9%	17.4%	46.9%	12.5%	13.2%	12.9%
Twinbrook ES	560	3.4%	12.1%	17.5%	53.6%	11.8%	65.8%	51.9%	14.4%
Elementary Cluster Total	2582	5.5%	13.3%	23.1%	23.0%	34.4%	27.3%	23.2%	13.1%
Elementary County Total	68051	4.7%	20.2%	14.4%	26.8%	33.4%	34.1%	21.2%	12.7%

*Percent of students approved for Free and Reduced-priced Meals Program (FARMS).

**Percent of English for Speakers of Other Languages (ESOL). High School students are served in regional ESOL centers.

***Mobility Rate is the number of entries plus withdrawals during the 2009-2010 school year compared to total enrollment.

Native Hawaiian/Pacific Islander and American Indian/Alaskan Native categories total less than 1% and were therefore excluded from the table.

Program Capacity and Room Use Table
(School Year 2010–2011)

Schools	Special Education Programs																						
	Grades Served	Capacity (HS @90% MS@85%)	Total Rooms	Support Rooms	Regular Secondary @25	Regular Elementary @23	CSR Grades 1-2 @17	Pre-K @20	Pre-K @40	HS @20	CSR KIND @15	KIND @22	ESOL @15	METS @15	SEC LAD@15	HSM @13	ELEM LAD @13	ELC @10	LANG @12	LFI @10	SCB @6	AAC@7	AUT @6
Richard Montgomery HS	9–12	2232	102		96							1	1	2									
Julius West MS	6–8	995	52		40							5	1	4									
Beall ES	HS–5	526	34	4		7	12	1		1	6							2			1		
College Gardens ES	HS–5	670	36	5		22				1		6									2		
Ritchie Park ES	K–5	387	21	4		13						4											
Twinbrook ES	pre-K–5	541	34	8		10	10		1		5					2							

Facility Characteristics of Schools 2010–2011








Schools	Year Facility Opened	Year Reopened Mod.*	Total Square Footage	Site Size Acres	Adjacent Park	FACT Assess. Score	Child Care**	Reloc-atable Class.	LTL/ SBHC***
Richard Montgomery HS	1942	2007	311,500	29.05		1287			
Julius West MS	1961	1995	147,223	21.3					
Beall ES	1954	1991	79,477	8.4	Yes			8	
College Gardens ES	1967	2008	96,986	7.9	Yes	1282		2	
Ritchie Park ES	1966	1997	58,500	9.2				5	
Twinbrook ES	1952	1986	79,818	10.5			Yes	4	

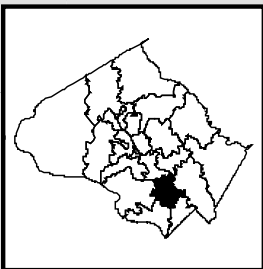
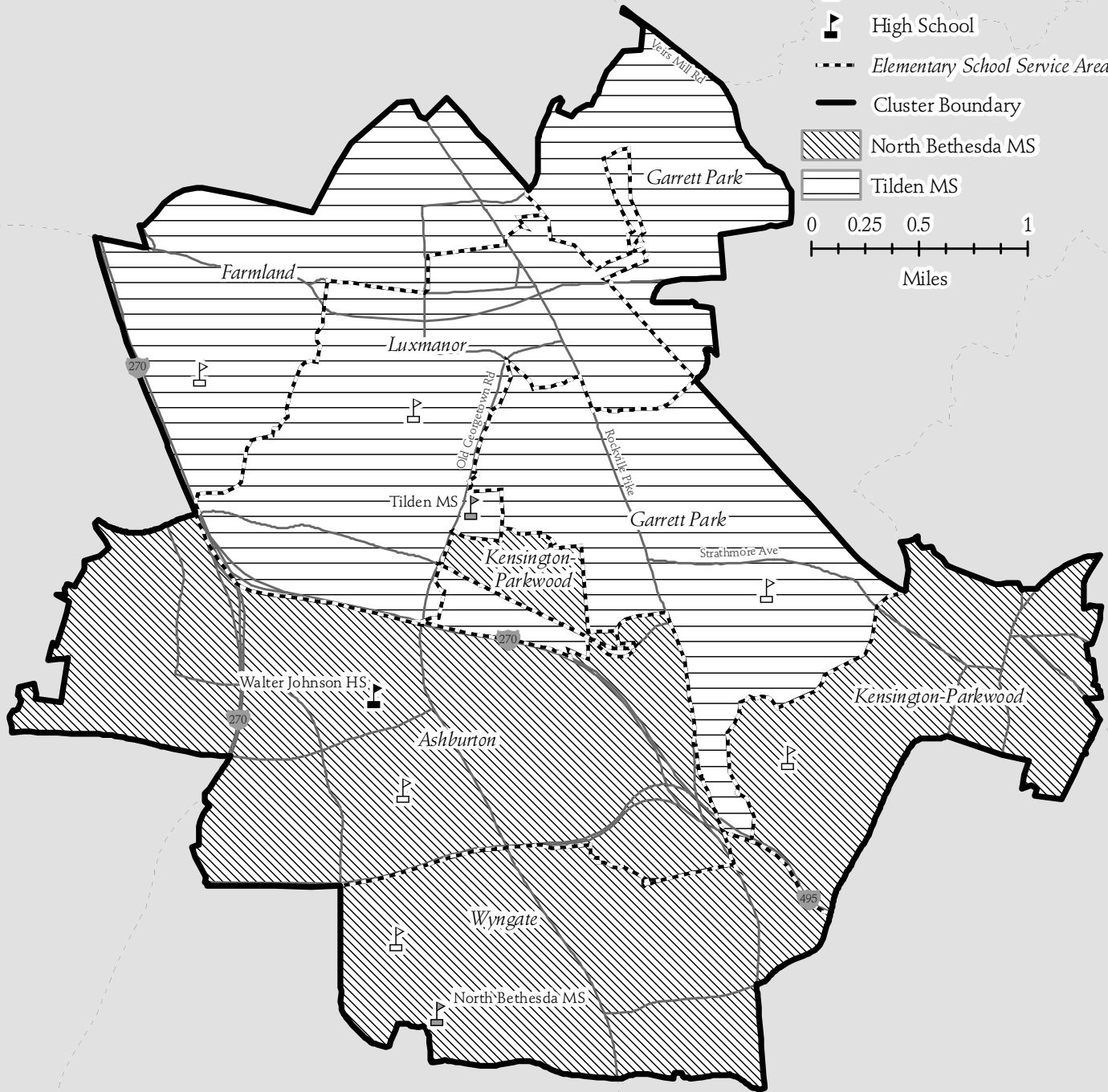
*Schools with a date before 1986 underwent a renovation, not a full modernization of the facility. Schools that were reopened but not fully modernized or completely rebuilt, will be included in the assessments for future modernization based on the year the school was originally opened. See Appendix K for additional information.

**Private child care is provided at the school during the school day.

***LTL=Linkages to Learning. SBHC=School-based Health Center that includes Linkages to Learning.

Walter Johnson Cluster

-  Elementary School
 -  Middle School
 -  High School
 -  Elementary School Service Area
 -  Cluster Boundary
 -  North Bethesda MS
 -  Tilden MS
- 0 0.25 0.5 1
Miles



Montgomery County Public Schools - Division of Long-range Planning - October 7, 2010

SCHOOLS

Tilden Middle School

Capital Project: A modernization project is scheduled for this school with a completion date of August 2017. The school is currently located in the Woodward facility on Old Georgetown Road. With the reopening of Northwood High School, there is no holding facility that can accommodate a high school. Rather than modernize the Woodward facility for Tilden Middle School, the current Tilden Holding Facility, located on Tilden Lane, will be modernized to house Tilden Middle School. The Woodward facility will then become a secondary school holding facility for school modernizations scheduled after Tilden Middle School. Tilden Middle School will remain at the Woodward facility until the modernization of the Tilden Lane facility is complete. FY 2013 expenditures are programmed for a feasibility study to determine the scope and cost for the modernization of the Tilden Lane facility. In order for this modernization to be completed on schedule, county and state funding must be provided at the levels recommended in this CIP.

Ashburton Elementary School

Capital Project: Restroom renovations are approved for this school for completion in the 2015–2016 school year.

Farmland Elementary School

Capital Project: A modernization project is scheduled for this school with a completion date of August 2011. An FY 2010 appropriation was approved for construction funds to begin the construction of the modernization. The school is currently located at the North Lake Holding Facility.

Garrett Park Elementary School

Capital Project: A modernization project is scheduled for this school with a completion date of January 2012. An FY 2011 appropriation is approved to begin the construction of the modernization. The school is currently located at the Grosvenor Holding Facility.

Capital Project: An FY 2011 appropriation is approved for construction funds for a gymnasium that will be constructed as part of the modernization project. The scheduled completion date for this gymnasium is January 2012. .

Kensington-Parkwood Elementary School

Capital Project: Projections indicate enrollment at Kensington-Parkwood Elementary School will exceed capacity by four classrooms or more by the end of the six-year period. An FY 2012 appropriation is recommended for facility planning to determine the feasibility, scope, and cost for a classroom addition. A date for the addition will be considered in a future CIP. Relocatable classrooms will be utilized until additional capacity can be added.

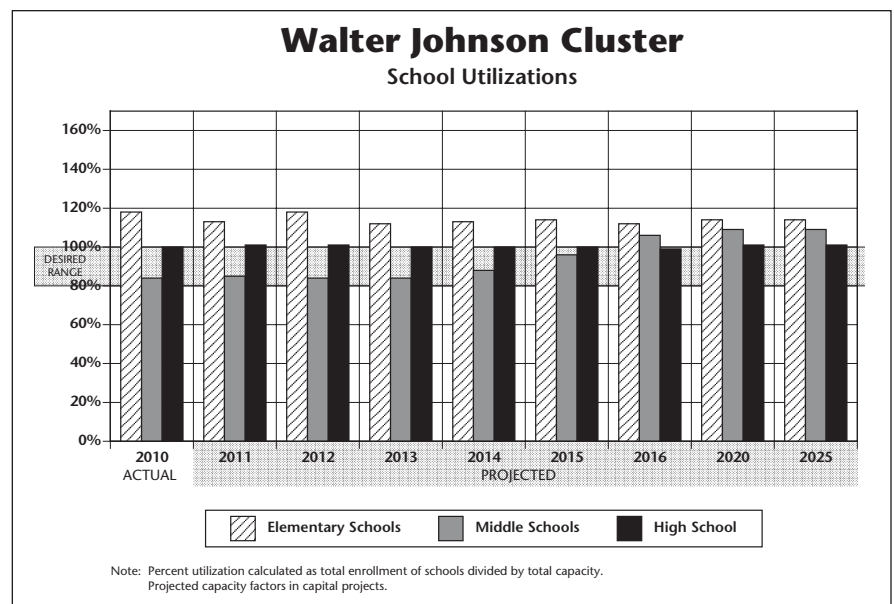
Luxmanor Elementary School

Capital Project: A modernization project is scheduled for this school with a completion date of January 2018. FY 2013 expenditures are programmed for facility planning funds to conduct a feasibility study to determine the feasibility, scope, and cost of the modernization project. In order for this modernization to be completed on schedule, county and state funding must be provided at the levels recommended in this CIP.

Wyngate Elementary School

Capital Project: Projections indicate enrollment at Wyngate Elementary School will exceed capacity by four classrooms or more by the end of the six-year period. An FY 2012 appropriation is recommended for construction funds to begin the construction of the classroom addition. The scheduled completion date is August 2013. Relocatable classrooms will be utilized until additional capacity can be added. In order for this modernization to be completed on schedule, county and state funding must be provided at the levels recommended in this CIP.

Capital Project: Restroom renovations are approved for this school for completion in the 2014–2015 school year.



CAPITAL PROJECTS

School	Project	Project Status*	Date of Completion
Tilden MS	Modernization	Programmed	Aug. 2017
Farmland ES	Modernization	Approved	Aug. 2011
Ashburton ES	Restroom renovations	Approved	SY 2015–2016
Garrett Park ES	Modernization	Approved	Jan. 2012
	Gymnasium	Approved	Jan. 2012
Luxmanor ES	Modernization	Programmed	Jan. 2018
Kensington-Parkwood ES	Classroom addition	Proposed	TBD
Wyngate ES	Classroom addition	Recommended	Aug. 2013
	Restroom renovations	Approved	SY 2014–2015

*Approved—Project has an FY 2011 appropriation approved in the FY 2011–2016 CIP.

Programmed—Project has expenditures programmed in a future year of the CIP for planning and/or construction funds.

Proposed—Project has facility planning funds approved or recommended in the FY 2011–2016 CIP for a feasibility study.

Recommended—Project has an FY 2012 appropriation recommended in the Amended FY 2011–2016 CIP.

Projected Enrollment and Space Availability

Effects of the Recommended Amendments to the FY2011–2016 CIP and Non-CIP Actions on Space Available

Schools			Actual 10-11	Projections							
				11-12	12-13	13-14	14-15	15-16	16-17	2020	2025
Walter Johnson HS		Program Capacity	2153	2193	2234	2274	2274	2274	2274	2274	2274
		Enrollment	2159	2220	2251	2272	2266	2278	2242	2300	2300
		Available Space	(6)	(27)	(17)	2	8	(4)	32	(26)	(26)
		Comments		-3 SLC	-3 SLC	-3 SLC					
North Bethesda MS		Program Capacity	847	847	847	847	847	847	847	847	847
		Enrollment	802	806	813	816	871	936	1035	1050	1050
		Available Space	45	41	34	31	(24)	(89)	(188)	(203)	(203)
		Comments									
Tilden MS		Program Capacity	984	984	984	984	984	984	984	984	984
		Enrollment	743	747	729	720	748	815	910	950	950
		Available Space	241	237	255	264	236	169	74	34	34
		Comments			Facility Planning For Mod.	Planning for Modernization		See text			
Ashburton ES		Program Capacity	634	634	634	634	634	634	634		
		Enrollment	736	797	814	811	798	782	737		
		Available Space	(102)	(163)	(180)	(177)	(164)	(148)	(103)		
		Comments									
Farmland ES		Program Capacity	617	728	728	728	728	728	728		
		Enrollment	577	602	618	643	646	650	661		
		Available Space	40	126	110	85	82	78	67		
		Comments	@ North Lake	Mod. Comp. Aug. 2011 +2 LFI							
Garrett Park ES		Program Capacity	478	662	662	662	662	662	662		
		Enrollment	551	584	626	679	718	720	717		
		Available Space	(73)	78	36	(17)	(56)	(58)	(55)		
		Comments	@ Grosvenor Mod. Comp. Jan. 2012								
Kensington-Parkwood ES		Program Capacity	517	517	517	517	517	517	517		
		Enrollment	667	677	693	714	701	702	691		
		Available Space	(150)	(160)	(176)	(197)	(184)	(185)	(174)		
		Comments		Facility Planning for Addition							
Luxmanor ES		Program Capacity	422	422	422	422	422	422	422		
		Enrollment	435	469	497	530	556	570	573		
		Available Space	(13)	(47)	(75)	(108)	(134)	(148)	(151)		
		Comments			Facility Planning For Mod.		Planning for Modernization		@ Grosvenor		
Wyngate ES		Program Capacity	421	421	421	734	734	734	734		
		Enrollment	677	709	750	767	774	784	766		
		Available Space	(256)	(288)	(329)	(33)	(40)	(50)	(32)		
		Comments	Planning for Addition	Planning for Addition		Addition Opens Aug. 2013					
Cluster Information		HS Utilization	100%	101%	101%	100%	100%	100%	99%	101%	101%
		HS Enrollment	2159	2220	2251	2272	2266	2278	2242	2300	2300
		MS Utilization	84%	85%	84%	84%	88%	96%	106%	109%	109%
		MS Enrollment	1545	1553	1542	1536	1619	1751	1945	2000	2000
		ES Utilization	118%	113%	118%	112%	113%	114%	112%	114%	114%
		ES Enrollment	3643	3838	3998	4144	4193	4208	4145	4200	4200

Demographic Characteristics of Schools

Schools	2010–2011						2009–2010		
	Total Enrollment	Two or more races %	Black or Afr. Amer. %	Asian%	Hispanic %	White %	FARMS%*	ESOL%**	Mobility Rate%***
Walter Johnson HS	2159	4.9%	7.6%	13.8%	18.5%	54.9%	8.0%	5.0%	6.7%
North Bethesda MS	802	7.7%	8.1%	8.5%	13.2%	61.8%	6.6%	3.7%	7.6%
Tilden MS	743	3.6%	9.2%	17.1%	14.9%	55.2%	10.1%	9.1%	8.7%
Ashburton ES	736	8.3%	9.8%	14.7%	16.4%	50.7%	11.7%	13.6%	11.5%
Farmland ES	579	3.8%	4.7%	33.7%	8.6%	49.1%	5.4%	25.0%	18.3%
Garrett Park ES	553	4.7%	10.1%	15.9%	20.6%	47.7%	17.9%	22.1%	17.1%
Kensington-Parkwood ES	667	4.0%	6.4%	4.9%	10.6%	73.6%	4.2%	4.7%	5.1%
Luxmanor ES	435	2.5%	12.4%	25.3%	15.6%	44.1%	14.2%	16.7%	9.6%
Wyngate ES	677	5.9%	3.7%	10.9%	8.4%	70.9%	0.6%	6.8%	4.1%
Elementary Cluster Total	3647	5.1%	7.6%	16.7%	13.2%	57.1%	8.3%	14.4%	10.7%
Elementary County Total	68051	4.7%	20.2%	14.4%	26.8%	33.4%	34.1%	21.2%	12.7%

*Percent of students approved for Free and Reduced-priced Meals Program (FARMS).

**Percent of English for Speakers of Other Languages (ESOL). High School students are served in regional ESOL centers.

***Mobility Rate is the number of entries plus withdrawals during the 2009-2010 school year compared to total enrollment.

Native Hawaiian/Pacific Islander and American Indian/Alaskan Native categories total less than 1% and were therefore excluded from the table.

Program Capacity and Room Use Table

(School Year 2010–2011)

Program Capacity and Room Use Table

(School Year 2010–2011)

Schools	Grades Served	Capacity (HS @90% MS@85%)	Total Rooms	Support Rooms	Regular Secondary @25	Regular Elementary @23	CSR Grades 1–2 @17	Pre-K @20	Pre-K @40	HS @20	CSR KIND @15	KIND @22	ESOL @15	METS @15	Special Education Programs																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																												
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Facility Characteristics of Schools 2010–2011

Schools	Year Facility Opened	Year Reopened Mod.*	Total Square Footage	Site Size Acres	Adjacent Park	FACT Assess. Score	Child Care**	Reloc- atable Class.	LTL/ SBHC***
Walter Johnson HS	1956	1977	365,138	30.9		1405			
North Bethesda MS	1955	1999	130,461	19.99					
Tilden MS	1967	1991	135,150	29.8		1455			
Ashburton ES	1957	1993	81,438	8.3					
Farmland ES	1963		70,006	4.8	Yes	1417			
Garrett Park ES	1948		54,035	4.4	Yes	1388	Yes		
Kensington-Parkwood ES	1952	2006	77,136	9.9		1263		4	
Luxmanor ES	1966		61,694	6.5	Yes	1578		1	
Wyngate ES	1952	1997	58,654	9.5				10	

*Schools with a date before 1986 underwent a renovation, not a full modernization of the facility. Schools that were reopened but not fully modernized or completely rebuilt, will be included in the assessments for future modernization based on the year the school was originally opened. See Appendix K for additional information.

**Private child care is provided at the school during the school day.

***LTL=Linkages to Learning. SBHC=School-based Health Center that includes Linkages to Learning.



Transit Planning for the Pike

geoghb@erols.com to: rockvillepikeplan

Sent by: geoghb@pop.erols.com

Please respond to geoghb

05/17/2011 09:04 PM

Planning Commission:

I have watched some of your sessions on cable TV regarding plans for Rockville Pike. My interest is with public transportation. I am totally opposed to the County Council's idea of BRT as a good transit solution. Likewise, I am totally opposed to BRT as a transportation tool for Rockville Pike.

What I do support is LRT as a worthwhile investment. Very few places want BRT while most want LRT. BRT is a bad long range investment and will do little to encourage folks out of their private cars while LRT is attractive enough to do just that.

From the portions of the workshops I have seen I have not once heard mention of LRT as a possibility. Because there are a few MC Council members who support BRT does not mean it is a worthwhile plan. On the other hand, rail should not be ruled out.

All over the civilized world LRT is either in service, planned or being built. By comparison very few [real] BRT systems are in the works. Needless to say, BRT is best known as a Banana Republic Transportation system classically used in Curitiba, Brazil. However, it seems Montgomery County is hell bent on wasting billions for a third world transit system for its future residents.

I am totally ashamed of this turn of events. MC used to be known as an upscale and inviting place to live. With more and more growth and congestion it now strives to become a third world county with third world transit solutions that won't work here.

I am fully aware of the BRT like the Orange line in California, Pittsburgh busways, Boston Silver Line, etc. I am also aware of the many many more LRT systems recently built, or planned here in the USA. Around the world LRT is running rings around BRT for a better transit solution.

Just because a few on the MC Council are nuts about BRT doesn't mean the rest of us agree with their bad idea. One LRT line (maybe two) like the Purple Line and CCT does not a system make. Other cities that implement LRT create system wide interconnected networks of lines. MC already has thousands of buses and don't be fooled into believing the ignorant diatribe that BRT is just like LRT only cheaper. Real BRT implementation is nearly as costly but operationally is much more expensive. BRT is a black hole while LRT has many attractive benefits, including increased land value worth many times more than BRT could dream of, not to mention the real better public transit LRT provides.

Many MC ignorant residents lacking experience and knowledge about contemporary surface rail transit systems ascribe all kinds of stupid things to it. How the rest of the world is able to enjoy and manage their systems while MC is so bedeviled by it is completely amazing and disheartening considering the so-called higher educational level of the

residents.

If you really want to see Rockville and MC realise their greater potential you will demand LRT and not the transit disaster of BRT.

By the way, did you take the bus to work today?

George Barsky
Germantown
301-515-0182

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<http://link.mail2web.com/mail2web>



A little taste of Dresden , Germany transit

geoghb@erols.com to: rockvillepikeplan

Sent by: **geoghb@pop.erols.com**

Please respond to geoghb

05/17/2011 09:40 PM

Planning Commission:

<http://www.youtube.com/watch?v=h8Mxtfg28p0&feature=related>

<http://www.youtube.com/watch?v=JJXQZlHQsd4&NR=1>

These videos are only some samples of one city. There are hundreds more like it.

Note, the tram used in the second video (a Tatra built T4D) is about 30 years old with many many more miles ahead. Find a bus like that.

Lastly, if you really want to experience a foreign city, take a tram ride.

George Barsky
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A little taste of The Hague , Netherlands transit

geoghb@erols.com to: rockvillepikeplan

Sent by: **geoghb@pop.erols.com**

Please respond to geoghb

05/17/2011 11:43 PM

<http://www.youtube.com/watch?v=cI6dRoohhPs>

This is part of Line 1 from the Hague to Delft (blue and white china).

While Amsterdam, Rotterdam and The Hague have bizillions of bikes (used for real travel and not sport) these cities also have large networked light rail (tram) streetcar systems.

I noticed mention in your transportation workshop was made of Amsterdam and the bikers but no mention of the many tram lines in Amsterdam. That's where MC residents miss the boat - not focusing on transit investments with a value and a future. They just don't think that way. All they know is buses and that's their focus. Too bad for the rest of us.

George Barsky
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A very little taste of Milan , Italy transit

geoghb@erols.com to: rockvillepikeplan

Sent by: **geoghb@pop.erols.com**

Please respond to geoghb

05/17/2011 11:19 PM

Planning Commission:

<http://www.youtube.com/watch?v=fDh1r9RGuas>

This is but one of many busy locations within Milan. Milan has a wonderful system of many light rail lines. It also has subways, buses, trolley buses, commuter and long distance high speed railways. It has no BRT and doesn't need it. Really puts the US and MC to shame.

Note, some of the single trams were built in 1827 and there are more than 100 in regular service. How many buses do you know have been in regular service since 1927? Of course, there are newer trams and some recently introduced.

MC just doesn't get it. Rail is superior to rubber.

By the way, in your discussion of BRT anyone mention clean electric trolley buses? Did you take the bus today?

George Barsky
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Musical Zagreb, Croatia
geoghb@erols.com to: rockvillepikeplan
Sent by: **geoghb@pop.erols.com**
Please respond to geoghb

05/18/2011 12:00 AM

Planning Commission:

<<http://www.youtube.com/watch?v=TabakmKvXnk&feature=related>>

A Song to Remember and its not about a bus.

George Barsky
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Transit Planning for the Pike - Think rail - videos

geoghb@erols.com to: rockvillepikeplan

Sent by: **geoghb@pop.erols.com**

Please respond to geoghb

05/20/2011 01:42 AM

Houston, Texas

<http://www.youtube.com/watch?v=3UOoRTBrtrA&feature=related>

San Francisco F Streetcar Line - not the cable cars

<http://www.youtube.com/watch?v=9XYNqXjpHTQ&feature=fvsvr>

Operates streetcars from around the world and many painted for former US cities having streetcars. None of the streetcars on this line - mainly Market Street - are newer than 1952. The orange Milan (Italy) cars were built around 1927. More than 100 still operate in Milan in regular service.

Boston - Matapan Ashmont line

<http://www.youtube.com/watch?v=WUE9WVjHuyo>

All private reservation using equipment (PCCs) built in the late 1940s.

New Orleans

<http://www.youtube.com/watch?v=yXnJV0tpL7I>

<http://www.youtube.com/watch?v=6CEVl5oVu94&NR=1>

The green streetcars were built by the Perley Thomas (school buses) in the 1920s. There are 3 lines, Canal, St. Charles and River Front with plans to reopen the Desire (Stella ...) line. Most of the time the cars are packed with travelers. I suspect the video was made after Katrina when service was just being restored.

The red streetcars are quite new and designed to look old. They went into service about a year before Katrina and were damaged by the storm, but have been rebuilt. They run on Canal Street.

Rockville Pike

<http://www.peerlessrockville.org/peerless_collection/transportation/06_CB1989117_Reed%20Trolley_300DPI_8x10.jpg>

Of course, in the past one could take the streetcar to Rockville from downtown D.C. Just maybe, past is prologue.

Do you really want to ride that bus? Did you ride a bus recently?

George Barsky

Germantown

301-515-0182

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Transit Planning for the Pike - A Highly Recommended Consultant

geoghb@erols.com to: rockvillepikeplan

05/19/2011 06:42 PM

Sent by: **geoghb@pop.erols.com**

Please respond to geoghb

I have absolutely no affiliation but I recommend you talk with LTK
Transportation Consultants and get their perspective on rail vs. bus.

<http://www.ltk.com/index.aspx>

<http://www.ltk.com/projectexperiencedetails.aspx?SPN=STREETCARS>

<http://www.ltk.com/projectexperiencedetails.aspx?SPN=LIGHT%20RAIL%20VEHICLES>

<http://www.ltk.com/planningTO.aspx>

It's always worth a 2nd professional opinion.

George Barsky
Germantown, MD
301-515-0182

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Transit Planning - Atlanta Streetcar Order to Siemens

geoghb@erols.com to: rockvillepikeplan

Sent by: **geoghb@pop.erols.com**

Please respond to geoghb

05/20/2011 10:59 AM

Planners take note: Tell MC no to BRT and yes to LRT for 100 years of good investment in future surface transit on the Pike.

<<http://www.masstransitmag.com/news/10272060/siemens-to-build-streetcars-for-atlanta>>

<http://tinyurl.com/4x8aqf7>

Atlanta certainly knows what its doing. MC ought to take note why so many other places want LRT and very very few are going for BRT.

Did you ride the bus today?

George Barsky

Germantown

301-515-0182

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Transit Planning - Pittsburgh Busway a Model ? (NOPE)

geoghb@erols.com to: rockvillepikeplan

Sent by: geoghb@pop.erols.com

Please respond to geoghb

05/21/2011 11:10 AM

PITTSBURGH BUSWAYS:

I signed over the Commonwealth money for the first South BusWay in Pittsburgh about 1976. They promised me 32,000 weekday passengers and faster travel that would permit twice as many passengers to be carried at the same cost.

It parallel a Light Rail line they wanted to abandon and shared some of the Light Rail line. I made them put block signals on it to avoid rail-bus collisions but bus signals are NOT fail safe. One accident killed four on a bus.

The best year they had was 1981 during the Second Energy Crisis when they carried 20,750 passengers per weekday. It has been all downhill from there to 10,000 now. their count, not mine. I testified under oath in Court about 1982 that there was no saving from the faster trip. They did not contradict me. The Light Rail Line has been rebuilt and still carries the 24,000 people it did back when Pittsburgh had double the population it now does.

. The BusWay lost 52 % of it riders in the same corridor.

They did not give up. Gulf Oil Co, had their Vice President as Chairman of the Transit Authority. He paid Richard Nixon \$ 500,000 to be sure that UMTA never gave any money to rail in Pittsburgh. Jerry Premo, Capital Grants Administrator called on me at the State Capitol to ensure me no money for rail. NO alternative analysis, just buses. I protested to no avail at the time. THEN we had Watergate. We found out about it and the \$ 500,000 bribe and Egil Krogh went to jail for taking the money to Washington. He wrote a book about it called "Integrity." He was Deputy Secretary for Transportation. He admitted guilt.

They also wanted to buy the Pennsylvaniaj R.R. main line to convert to the East BusWay which was a signed and sealed deal but Penn Central took over and went bankrupt. Trustees took over and rescinded the deal. My boss overruled me and agreed to fund the East Busway on half the RR right-of-way that left two tracks for main line trains, now Norfolk Southern's main line from New York to Chicago.

They promised 90,000 weekday passengers for East Bus Way but cut that to 80,000 after approval. It peaked at 30,000 and has fallen to 28,000 BUT parallel bus lines lost many riders with the total down 26 % before the more recent Great Recession.

Gulf Oil went out of business but its legacy hung on. They built a West Bus Way called the Airport BusWay before approval but since it went nowhere near the Airport they changed to the West BusWay. They told FTA that it would cost only a third as much as Light Rail, but to support that lie they used Buffalo's subway for Light Rail cost whereas the BusWay would use an existing rail right-of-way like KATY. Bids came in at \$ 515 million way over the \$ 325 million budget. Light Rail would have cost less, but they got their

crooked Senators tell FTA to ignore the Full Funding Agreement and let them build half the busway as better than the whole BusWay. They put that in a letter.

They promised 50,000 future riders for the BusWay but so far it has found no more than 9,000 and has been cut back.

To help the South BusWay, they put higher fares on the parallel Light Rail Line and not on the BusWays.

In 1993, they needed \$ 700,000 bridge repair on the Light Rail Line used by the BusWay so they shut that Light Rail Line down with no public hearing. Light Rail lost 8,000 weekday passengers and BusWay gained 1,500. After 11 years, they rebuilt the Light Rail line and increased LRT ridership by 10 %.

Now they have new management and are extending Light Rail from Downtown to North side for \$ 525 million, mostly in subway under the river.

I was Deputy Secretary of Transportation for Pennsylvania. I can document everything I have said.

E d T e n n y s o n

Registered Professional Engineer

On May 20, 2011, at 12:18 PM, Henry, Lyndon wrote

> Here in Austin, Capital Metro is examining its rights for use of
> the former MKT RR corridor east of the central city (locally they
> concocted the name "Mokan" rather than the nickname Katy as it
> actually used to be called).

>

>

> The prevailing thought seems to be to turn this into a busway, with
> Pittsburgh's busway system as a model of supposed success. The
> attraction is that it would serve an area to the northeast where
> CMTA doesn't have heavy feeder service, so the buses would serve as
> their own feeders, collecting passengers for trips into the central
> city, and distributing outbound trips back to the 'burbs.

>

>

>

> I suggested that while this model had theoretical appeal, it hadn't
> seen much real-world success, to my knowledge. In response,
> Pittsburgh was mentioned as a great success.

>

>

>

> Needless to say, I'd like to build a case for rail in this corridor
> rather than converting the ROW into a busway.

>

>

>

> I'd appreciate solid info on the current performance of
> Pittsburgh's busways, as well as any other ideas, suggestions, etc.
> on this concept of buses serving as their own "feeders", then
> operating as "rapid transit" on the busway.

>

>

>

> This idea, of course, has been around since at least the late
> 1930s. It seems a recipe for eventual decline, but that
> apprehension needs some documentation and bolstering with facts.

>

>
>
> Thanks - Lyndon

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Transit On the Pike

geoghb@erols.com to: rockvillepikeplan

Sent by: **geoghb@pop.erols.com**

Please respond to geoghb

05/21/2011 11:34 PM

Here's PCC 1058 (Chicago), which has returned to service in its newly repainted "Mercury Green and Croydon Cream with a Swamp Holly Orange Belt Rail" livery and PCC car from the late 1940s.

First image is at Market and Church outbound. May 20, 2011.

This could be Rockville Pike with streetcar or light rail. They do it in San Francisco but MC can't?

George Barsky
Germantown
301-515-0182

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1058_MarketChurchOB7_052011D.jpg





SF mobility
geoghb@erols.com to: rockvillepikeplan
Sent by: **geoghb@pop.erols.com**
Please respond to geoghb

05/22/2011 11:14 AM

<http://www.youtube.com/watch?v=JKDyJ9qU0Yg>

In MC also, at the Trolley Museum.

George Barsky

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It happens in Toronto
geoghb@erols.com to: rockvillepikeplan
Sent by: **geoghb@pop.erols.com**
Please respond to geoghb

05/22/2011 12:46 PM

<http://www.youtube.com/watch?v=wsWoQNqtYHY>

Note, the TTC "Red Rockets" are about 30 years old. How many buses last that long? Quiet, pollution free travel.

George Barsky

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Atlanta, Ga. - graphic of proposed S 70 streetcar

geoghb@erols.com to: rockvillepikeplan

Sent by: geoghb@pop.erols.com

Please respond to geoghb

05/22/2011 03:04 PM

The "creative loafing" site posted a brief story Sunday about Atlanta's award of a \$17.2 million contract to Siemens for S70 LRVs to be configured as streetcars - the story:

<http://tinyurl.com/3j6jzg5>

"Downtown streetcar to be built by Siemens

Posted by Thomas Wheatley on Sun, May 22, 2011 at 10:22 AM

(graphic - showing S70 streetcar)

Feel free to photoshop yourself into this fancy conceptual rendering
Central Atlanta Progress/City of Atlanta

Siemens was awarded the \$17.2 million contract to construct four streetcars that will glide along the route connecting the King Center to Centennial Olympic Park - a key segment of a proposed transit network that would include the Beltline.

Via the company:

The first car is expected to be delivered in September 2012 with revenue service beginning in early 2013. These will be the first streetcars in Atlanta since 1949 and will mark Siemens entry into the streetcar market in the United States. [...]

The four new streetcars are based on the proven Siemens S70 light rail vehicle platform, which was designed in the United States and is in operation in cities such as Houston, Charlotte, San Diego, Portland and Salt Lake City. The streetcars were purchased through an existing contract with the Utah Transit Authority and will be customized to meet Atlanta's operating environment. The streetcars are fully upgradeable for future light rail operation as the regional system grows.

According to the company, the cars will be built in Sacramento, Calif. Major components, including the propulsion system, will be assembled in Siemens' Alpharetta manufacturing facility.

George Barsky

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MC is for Montreal City

geoghb@erols.com to: rockvillepikeplan

Sent by: **geoghb@pop.erols.com**

Please respond to geoghb

05/22/2011 11:11 PM

<<http://www.montrealgazette.com/news/Tramway+would+city+legacy+Projet+Montr%C3%A9al+leader/4813565/story.html>>

George Barsky

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Some Transit Numbers

geoghb@erols.com to: rockvillepikeplan

Sent by: geoghb@pop.erols.com

Please respond to geoghb

05/22/2011 11:32 PM

You are right that Tennyson does not include capital costs in his comments. They are not officially reported. Capital investment is sometimes reported but the cost is only about 7 % of that annually.

The other problem is that highway capital costs are even less well reported. There is no meaningful data or way to look at capital investment recovery, EXCEPT to look at the savings electric rail transit will bring and see if it is enough to cover the capital recovery. I fully agree that capital must be recovered.

NOW, as for Washington being a special case, true but irrelevant. I agree that I know of no other depression proof city that has increased transit use 300 % since 1976, but Phoenix has a painful recession yet its new Light Rail Line is already exceeding its estimated ridership by 60 % and costing only 40 % of bus operation cost per passenger-mile. Property values along the route are now much stronger than elsewhere. This pays money into the City Treasury to offset any capital recovery not covered by the savings and added revenue. In April on a few days, Phoenix Light Rail has attracted double the estimated ridership.

Phoenix is not the only one. Salt Lake City expected 14,000 weekday Light Rail passengers in 2000, but got 20,000 and that has grown to 28,000, plus 13,000 more on the University branch. The main line is now up 100 % over estimate. The cost of operation per passenger-mile is half of bus cost. Its capital cost, excluding rolling stock and shops, was less than the cost of improving I-15 parallel, which was badly congested. The Main Line has peak ridership equal to another lane on I-15 but I-15 can not help downtown where business activity increased about 15 % with Light Rail.

As for the University branch, it eliminated 6,000 autos from University parking spaces so the University could use that space to build new University buildings. Everyone wins with Light Rail done right. Charlotte also exceeded estimate and really boosted property values by billions.

If Lew Schneider devised a bus plan for Washington that could outdo MetroRail, how can he support it with actual data. Labor is transit's highest cost but bus labor gets only 125,000 annual passenger-miles per employee. Light Rail gets 220,000 passenger-miles per employee. Articulated buses do not help. They are slower, have higher Proof of Payment costs, and cost more per passenger than 40-foot buses, according to an Operations Research study of Los Angeles presented to the Transportation Research Board. In Washington, buses cost \$ 135 per hour, MetroRail \$ 300 per car-hour. MetroRail moves 625 passenger-miles per car-hour for a cost of 48 cents per passenger-mile. MetroBus moves only 121 passenger-miles per bus hour for a cost of \$ 1.11 per passenger-mile. That is less than the actual cost because I assumed better loads than they actually get.

Northern Virginia tried doing it only with buses. In 1969, they opened the Shirley Bus Way on I-95 to great acclaim, Non-stop bus service extends from the Pentagon 12-miles to Springfield with some lines getting off sooner. New buses were bought with fewer, but padded seats to make more leg room. After the 1981 Second Energy Crisis, bus travel on the HOV lanes (converted from BusWay by strong political demand) declined 67 % by Council of Government count. It put the Alexandria, Barcroft & Washington Transit Co, out of business and MetroBus was forced to take it over. I did not want to. Then in 1997, MetroRail came to Springfield. By then express bus route 18 to Springfield was down to 2,350 weekday passengers. When Metro Rail.opened it attracted 13,000. No comparison. The bus retained 1,650. Those are not my estimates. Those are official records.

In 1959, when Congress ordered all street cars to be removed from Washington, no one could come up with a successful business plan to run an all-bus system, until O.Roy Chalk stepped in using \$ 500,000 of Caribbean Airlines money (his company) and \$ 2.5 million of Capital Transit treasury cash, to be applied 13 days after the last payday.

As soon as Chalk "had it", he applied to keep the street cars and air conditioned one of them to show how much better it would.be.

No luck. By 1975, bus ridership was down 72 % from street car and bus ridership in 1948 when the first major rail line was converted to bus. Metro Rail has won more than all of them back at lower operating cost, adjusted for inflation.

I does not matter much what Tennyson says but what the records show matter a whole lot.

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Hamilton, Ont, - Build rail system, says urban expert

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05/23/2011 12:20 PM

<http://www.hamiltonmountainnews.com/news/article/235808>

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Waterloo and LRT

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<<http://www.therecord.com/opinion/columns/article/535524--light-rail-is-the-right-vision-for-an-ambitious-region>>

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Other far away Places

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05/23/2011 04:42 PM

Speaking of Algeria ...

<http://www.railwaygazette.com/nc/news/single-view/view/algers-first-tram-line-enters-service.html>

Speaking of Morroco

<http://www.railwaygazette.com/nc/news/single-view/view/rabat-sale-tram-service-launched.html>

Speaking of Brest and Dijon, France

<http://www.railwaygazette.com/nc/news/single-view/view/brest-and-dijon-award-joint-tram-order.html>

Speaking of Dublin, Ireland

<http://www.railwaygazette.com/nc/news/single-view/view/dublin-orders-another-eight-trams.html>

Speaking of Montpellier, France

<http://www.railwaygazette.com/nc/news/single-view/view/montpellier-selects-citadis-for-line-3.html>

I could go on. But where has all the BRT gone ... no place ... well, maybe going to 3rd world Montgomery County. What doesn't MC know that other cities worldwide know?

Did anyone ask consultant Parsons Brinkerhoff how many BRT systems they have installed vs. rail? Anybody consider real long term ROI?

George Barsky
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Something about Paris, France

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05/24/2011 10:50 AM

<<http://letramdetours.net/rame.php>>

<<http://letramdetours.net/alstom.php>>

Paris already has several new light rail lines. I don't read French but apparently another one is being built. The photos speak for themselves.

I don't see mention of BRT. Those wily French are up to something MC doesn't get. Can you imagine, more than one LRT route? If you can't, I can.

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More Angers Tram: photos from South to North

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<<http://www.lineoz.net/forum/viewtopic.php?uid=59&f=16&t=19125&start=0>>

Many more photos of the new LRT line in Angers. Worth a look.
Wow, those French can really be annoying sometimes, but also very smart.

No mention of noisy, vibrating, noxious, road creasing, short lived, money
wasting, road congesting BRT that MC officials will want operating
frequently in front of their homes.

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Why Obama goes to Poland

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Could this be the real reason for Obama's trip to Poland?

Poznan

<<http://www.railwaygazette.com/nc/news/single-view/view/tramino-and-moderus-beta-trams-go-into-service-in-poznan.html>>

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Ottawa, Canada dumps BRT for LRT
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<http://www.ottawalightrail.ca/en/benefits>

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A look from above

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05/24/2011 09:44 PM

<http://tinyurl.com/3f9xh28>

Angers, France new LRT seen from the air. Perhaps inspires MC and Rockville into something more than just another bus. Tell the MC Council, Executive and Governor you want and need the good stuff and not a bunch of bananas.

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And Let There Be LIGHTRail

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<http://www.youtube.com/watch?v=B8AiUv1PyvE&feature=related>

Testing new Jerusalem, Israel LRT.

While back in MC some officials are praying for BRT.

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Staying a Brest of the Times

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<http://en.lettram-brest.fr/c6/t5>

Brest, France

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Ottawa, Canada - Mayor: no BRT to replace LRT

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05/25/2011 08:01 PM

Ottawa's Mayor Jim Watson is dismissing suggestions to build bus rapid transit [BRT] in place of starter light rail which has a \$2.1 billion price tag, the "orleans star" site reports. Here is the transit excerpt from its conversation with the mayor of Canada's federal capital city about municipal issues:

<<http://www.orleansstar.ca/News/Local/2011-05-25/article-2534591/Chat-with-the-Mayor/1>>

Chat with the Mayor

Published on May 25, 2011
Diodora Bucur

Ottawa Mayor Jim Watson is rejecting a suggestion that city planners should look at rapid bus transit systems as an alternative to light rail.

"The council is pursuing a light rail plan and people want us to get on with it; they are fed up with everyone talking about new modes of transportation but nothing ever seems to happen," Watson said during a monthly interview with the Orléans Star.

"The previous council cancelled one light rail plan and it cost us eight years of progress, \$100 million and we lost a lot of credibility. If we were now to go and flip-flop again and come up with a rapid bus transit, we would have to start all over again and we would be back to square one and have lost yet another couple of years and lots of money."

Ottawa's light rail price tag is estimated at \$2.1 billion, compared with \$233 million which is what would cost to build a rapid bus service.

But Watson insists there are other ways to keep costs in check, such as stepping up the light rail project by a year, with a completion date now set for 2018 instead of 2019.

"The reality is that the longer we wait and the more we dither, the bigger the price is because inflation starts to eat up a lot of your base budget," he continued. "Rail is much more the way of the future. When the public are given a choice between travelling by a bus or train, they always pick a train because it is more comfortable -- and it is much more cost-effective in a long term."

[end excerpt]

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Ottawa, Canada - Proposal to Fast Track Light Rail Project Approved

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Ottawa was the original justification for Bus Rapid Transit on the Liverpool to Parramatta Transitway in Sydney, Australia and is regularly quoted as the best example of busways.

Ottawa is now fast tracking light rail due to downtown bus congestion, traffic delays and high operating costs for buses.

<http://www.cfra.com/?cat=1&nid=79639>

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Atlanta, Ga. - poll: LRT best way to fix traffic woes

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05/25/2011 08:18 PM

A public opinion poll shows metro Atlanta residents believe light rail is the best solution to the region's traffic congestion, Atlanta Business Chronicle reports:

<http://tinyurl.com/42qte29>

"Poll finds metro Atlanta voters think alike on transportation

Atlanta Business Chronicle

by Dave Williams, Staff Writer

Date: Wednesday, May 25, 2011, 2:54pm EDT

Last Modified: Wednesday, May 25, 2011, 4:32pm EDT

Solid pluralities of metro Atlantans say reducing traffic congestion is the best reason for investing in transportation improvements and that light rail is the best public transit option for reaching that goal.

Those were the results of a telephone poll conducted by Kennesaw State University released Wednesday to a committee of elected officials working on a list of transportation projects to present to the region's voters next year.

Of 1,600 people surveyed across the 10-county metro area, 41 percent cited reducing traffic congestion as the best reason for supporting a proposed penny sales tax that would raise \$8 billion during the next 10 years for the list of highway and transit projects the Regional Roundtable will be developing this summer and fall.

Traffic considerations far outweighed the need to reduce dependency on foreign oil, the reason picked first by 13 percent of the respondents.

Light rail was the public transit option of choice for 45.5 percent of those who answered the survey, far ahead of buses, the top pick of 19.5 percent.

While the responses varied from county to county, those strong pluralities are an encouraging sign of unified thinking, said Clayton County Commission Chairman Eldrin Bell, a member of the roundtable.

"We tend to be more alike than un-alike when it comes to these issues," he said.

The results of the poll, along with the outcomes of focus groups and an online survey, will help inform the work of a team of consultants hired to develop a voter education campaign.

Those consultants were introduced to the roundtable during Wednesday's meeting, which led to a flap among the committee's members over the fact that all four are white men.

Atlanta Mayor Kasim Reed complained that a team of consultants lacking in diversity won't be able to convince voters in the diverse communities of metro Atlanta to support the referendum.

"If they want to assemble a team that does not represent this region, we're going to lose," Reed said.

But Tad Leithead, chairman of the Atlanta Regional Commission, which is providing staff to assist the roundtable, said the consultants will wage an inclusive campaign that gathers input from all races and genders.

"The campaign team will be reflective of the region," he said.

The public outreach efforts represented by the surveys released on Wednesday will continue next month.

Members of the Regional Roundtable will be participating in live "town hall" meetings conducted via telephone hookups June 13-22. Two meetings will be held each evening until all of the 10 counties have been covered.

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Zürich, Switzerland

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With a world renown rail transit system and outstanding RR network what do the Swiss in Zurich know about making a good investment in public transport?

It seems to me quite a bit more than MC.

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zurich07.JPG



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Photo: Male McDonald



Photo: Malec McDonald



Hanover, Germany - Volkswagon's Hometown

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<http://www.rail.co/2011/04/13/hannover-orders-50-lrvs/>

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Has the American CAN DO spirit died in Montgomery County

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05/27/2011 10:57 AM

Has the American CAN DO spirit died in Montgomery County

America has had a very interesting and determined purpose in history.
Just a few things to remember, let's begin in the 1860s:

Building the transcontinental railroads
Building the mighty industrial complex
The Wright Brothers and development of flight
Thomas Edison - power and light
Henry Ford - motion for the masses
The Panama Canal
The Age of the Streetcar Cities
National Parks
Great dams and electric power
John Kennedy - Race to the Moon
Civil Rights Movement
Ronald Reagan - Tear Down this Wall
The Internet

Of course, many other important developments happened with the CAN DO spirit

Now Montgomery County is trying to offer public transportation solutions with more buses. That's right, doing the same old doesn't work thing. More Buses. This is evidence of the CANT DO spirit of Montgomery County and lack of great leadership. This bus idea is completely inconsistent with some of those GREAT events I have listed. Great events do not have to occur on a national scale. They can be local or by individuals who have extraordinary foresight and can manage a new and exciting worthwhile future. That lets out buses.

To think inside the bus is not new, not exciting, and definitely not worthwhile. Most of the politicians trying to push for this lackluster second rate transportation program hardly ever use the bus and certainly do not on a regular basis. But, insipidly they believe others will who now prefer their automobiles. Well, think again.

The politicians idea of great events is more and wider roads, more buses, and more cars.

What is the meaning of the State of Maryland's I-270/US 15 Multi-Modal Corridor Study?

Has any county official given thought to the term MULTI-MODAL? In MC the leaders believe multi-modal means more lanes, more buses and more cars. They don't get it that multi-modal includes other transportation alternatives, the best of them being light rail. We already have more than enough of the former.

So, this is what MC should look forward to as a great event in its history; more buses. Ho hum. A very inane and insane proposition at best. Thus, the looking backward team's legacy is alive and well in Montgomery County.

Too bad for the rest of us who will have to bear more travel punishment under their plan.

And I get it ... but they don't.

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New Orleans - LaHood kicks off streetcar extension
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06/08/2011 12:08 PM

Here's a trend: U.S. cities, listen up! The quote is from U.S. Secretary of Transportation Ray LaHood:

"Streetcars are coming back to America," LaHood said. "You know, back in the old days, a lot of communities had streetcars. And then they paved over the tracks. Now, there's a lot of communities that want to get back into the streetcar business."

LaHood made the remarks at a New Orleans groundbreaking.

It's been seven years since New Orleans Regional Transit Authority [RTA] replica Von Dullen streetcars returned to Canal Street and now the route is getting a branch to Union Passenger Terminal via Loyola Avenue.

LaHood attended the ceremonial groundbreaking Tuesday for the 1.5-mile, \$45 million project paid for entirely with federal funding.

The route will provide a multimodal connection for passengers at the railway station and is expected to spur economic development.

Chris Granger, The Times-Picayune

U.S. Secretary of Transportation Ray LaHood gives a thumbs-up Thursday while U.S. Rep. Cedric Richmond thanks him for his help in obtaining financing for the new 1.5-mile streetcar line on Loyola Avenue.

Seven years after streetcars returned to Canal Street following a four-decade absence, New Orleans officials staged a ceremonial groundbreaking Tuesday for a 1.5-mile line along Loyola Avenue -- the first of what they hope will be multiple new rail projects.

Construction on the federally financed streetcar line that will connect the Union Passenger Terminal to Canal Street is not expected to begin until July.

But based on encouraging words from an Obama administration Cabinet member, local transit executives have reason to believe that cash for more streetcar service could be in the offing.

"There's not a lot of money in Washington," Transportation Secretary Ray LaHood told a crowd huddled beneath a tent outside the passenger terminal.

"So when we give money, we give it to those organizations that have great leadership," he added, offering kudos to the Regional Transit Authority. "And I have no doubt we'll be back here again with more announcements ... on other opportunities."

During his remarks, LaHood also announced that the administration has awarded the RTA a \$400,000 grant to establish a streetcar maintenance training program designed to create new jobs for skilled workers.

The RTA beat the odds to secure federal dollars for the Loyola line from a \$1.5 billion component of the Obama administration's stimulus package.

The local application was one of 1,400 from all 50 states. Of the 30 cities that sought money for rail projects, New Orleans was one of just three to be chosen, along with Dallas and Tucson, Ariz.

RTA staffers have recommended Archer Western Contractors of Arlington, Texas, which submitted the lowest of six bids, for the \$34.5 million contract to build the Loyola line.

If, as expected, the RTA board approves the bid selection, officials said work will commence next month. Plans call for the line to open for service about a year later.

The Loyola Avenue tracks will run in the street on both sides of the neutral ground. Plans include four covered streetcar stops at Tulane Avenue, Poydras Street, Julia Street and the Union Passenger Terminal.

The Loyola Avenue route will use surplus streetcars from the Canal Street and Riverfront lines. After floodwaters from Hurricane Katrina destroyed the 24 candy-apple red Canal streetcars and the six Riverfront streetcars, the RTA used \$31.5 million in FEMA reimbursements to restore them.

LaHood made it clear Tuesday that the Obama administration is bullish on light rail, particularly New Orleans' vision for expanded service as an impetus for economic development.

"Streetcars are coming back to America," LaHood said.

"You know, back in the old days, a lot of communities had streetcars. And then they paved over the tracks. Now, there's a lot of communities that want to get back into the streetcar business."

He said when visitors see New Orleans' streetcar network, "they want that same magnificent system in their own communities.

"Again, New Orleans has been the leader in this, and we're delighted to make the kind of investments were making."

As the RTA prepares to launch the downtown project, the agency is moving ahead with plans to bring streetcar service to Faubourg Marigny, Treme and St. Roch via the North Rampart Street and St. Claude Avenue corridor.

Last month, the RTA board authorized solicitation for final design bids for the so-called French Quarter loop, which will travel along North Rampart and then St. Claude between Canal Street and Press Street.

A 1.2-mile spur on Elysian Fields Avenue that would connect with the Riverfront line at Esplanade Avenue has been put on the back burner, while officials look into the prospects of extending the line to Poland Avenue in the Upper 9th Ward.

That addition would call for streetcar tracks to cross the railroad tracks at ground level at the intersection of St. Claude and Press Street. Norfolk Southern Railway, which has final say in the matter, opposes the approach, citing safety concerns.

With more than \$90 million in hand to build the project, RTA executives are optimistic they can begin the first phase late next year or early in 2013.

Plans for a third new streetcar line along Convention Center Boulevard have been shelved for now while the St. Claude proposal moves forward.

[Too bad for Montgomery County residents who are only deserving of more buses than long term wealth building clean efficient rail]

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Perth, Australia - think tank: city needs LRT to curb congestion

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06/13/2011 12:49 PM

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[Do they know something in Perth that MC can't figure out? No BRT for Perth. Like an ostrich MC must have its collective heads stuck in concrete.]

A "think tank" report says Perth in western Australia needs a light rail system to curb growing auto traffic congestion, the Australian Broadcasting Corp. reports today:

<http://tinyurl.com/3t2sbf6>

<<http://www.abc.net.au/local/stories/2011/06/13/3242576.htm>>

"13 June, 2011 12:53PM AWST

Perth in slow lane until light rail gets green light, CFP

By Brooke Bannister

(photo caption)

Lines of traffic on the Graham Farmer freeway at night time with overhead lights and buildings

(article)

Commuters are spending 70 per cent more time in their cars than they did in 1990 and a new report says Perth urgently needs a new public transport plan that is properly implemented and future proofed. The 'Committee for Perth' think-tank says that light rail is the best option and putting more buses on the road is only a quick fix.

Shoulders slump and eyes roll across Perth every day as commuters sit in stand-still traffic or miss the train because they cannot squeeze their body onto an already jam-packed train.

It is not that people have to travel further to get to and from work but it is taking much longer to reach to your destination with current transport congestion.

According to think-tank 'Committee for Perth', you are spending 70 per cent more time in the car than you did in the 1990's and with Perth's current population of 1.7 million set to double in 40 years that time could increase.

"People using the rail network are also getting increasingly frustrated because although it's a reliable system it's not efficient because you can't necessarily get on the next train that's coming," CEO of the Committee for Perth Marion Fulker told 720's Geoff Hutchison.

"When they can't park at the rail station and therefore can't get on the train, they stay in the car anyway so that compounds the road congestion."

Ms Fulker suggests one of the issues with Perth's transport system is that it operates in a linear fashion.

"We've got this great radial system that takes us in and out of the city, what we need is orbital systems that will connect us in a circular pattern."

Ms Fulker suggests that light rail is the best option as it can move large numbers of commuters quickly and drives private sector investment in a way that buses cannot.

"We know you move people much more quickly and efficiently and cost-effectively through rail than through bus."

According to Ms Fulker the current transport systems in place facilitate Perth's status of a city of urban sprawl.

Transport Minister Troy Buswell recently promised an increase in bus services but the CFP says with a projected population of 3.5 - 4 million by 2050, buses are a short-term fix to a long-term problem.

"These systems take a long time to plan and implement so action's required now so that we can keep pace with growth," Ms Fulker said.

"I think some of these congestion issues that we've had, whether it's on the road or in the rail system, is because we're at capacity now."

Go to the Committee for Perth website to read the full report and have your say on our 720 Perth Facebook page.

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How to get people out of cars

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Answer:

<<http://www.rail.co/wp-content/uploads/Blackpool-Bombardier1.jpg>>

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06/19/2011 01:43 PM

Of course this is Belgium. Note the LRT 2 track right of way is approx. no more than 2 traffic lanes wide - maybe a little less. Sixty or seventy feet width not required.

Note the LRT is directly alongside the walking, biker, boardwalk (maybe concrete) with a very simple fence separating both.

Note no walls and no vertical separation needed as required by folks in Chevy Chase who believe they are dealing with monsters from another world.

It appears that there is a car parking lot immediately to the right of the LRT. Whatever it might be, still no gigantic expensive separation as required in Chevy Chase.

It seems the people in Belgium like their LRT and just take it in stride like any other civil structure.

Of course, we know that some Montgomery County officials think buses are better but the folks in Belgium obviously know better than that. Belgium is not a 3rd world Banana Republic.

George Barsky

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VVM de Lijn 6334 - Middelkerke, Zeedijk (06-08-09).jpg





Victoria, B.C. - letter: LRT provides greatest benefit

geoghb@erols.com to: rockvillepikeplan

Sent by: geoghb@pop.erols.com

Please respond to geoghb

06/19/2011 01:53 PM

A letter from a reader of the Victoria Times Colonist says light rail will provide the greatest benefits to British Columbia's capital city on Vancouver Island despite the higher initial costs. A \$950 million LRT route is proposed between downtown and suburban Langford to the west:

<http://tinyurl.com/3g2lvto>

"LRT wins battle of costs and benefits

By Dick Faulks

Times Colonist

June 19, 2011

Re: "Light rail will mean more taxes," June 8.

The numerous and exciting advantages and savings that have brought the Victoria Regional Rapid Transit study to its final decision to use light rail transit as the way of our future are nowhere to be found in this doom-and-gloom report.

The study shows light rail as the least costly of three approaches.

Business as usual would mean more buses, longer travel times and cost \$250 million.

Bus rapid transit, with special buses with special priorities and "near-level" boarding would cost \$520 million.

LRT would use high-capacity rail cars and cost \$950 million,

LRT produces the highest absolute benefits. It's the only technology that can achieve provincial ridership targets and attract the most ridership. It does the most to reduce greenhouse gases. It provides the greatest rider comforts and safety. It has the highest community support. It is the most effective for reducing road congestion.

The overall long-term cost of rail is less than any other approach.

Dick Faulks
Victoria

George Barsky

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County turns to BRT

geoghb@erols.com to: rockvillepikeplan

Sent by: **geoghb@pop.erols.com**

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06/19/2011 02:05 PM

If you can't build light rail, transportation planners say the next best way to upgrade transit is with a system known worldwide as Bus Rapid Transit.

Stage 1: HA ... Ya don't want rail? OK, here's yer bus....

Stage 2: Bus is the same as rail, only cheaper...

Stage 3: More people riding our new bus system than we predicted...

Stage 4: Gee, not so many people riding the bus - the public doesn't really want mass transit...

Stage 5: Too many bus routes, due to wasteful naughty management and people preferring cars, anyway...

Stage 6: At least those bus lanes can be opened to motorists - nice and flexible...

Stage 7: Whew ... Glad we didn't spend money on a costly rail system, since so few riding transit...

Stage 8: We're spending too much on transit - only "those people" riding it, anyway...

Stage 9: We're in gridlock ... maybe we should consider a rail system?

Stage 10: Why didn't we do rail years ago?

George Barsky

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A taste of Toronto

geoghb@erols.com to: rockvillepikeplan

Sent by: **geoghb@pop.erols.com**

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06/21/2011 03:02 PM

<<http://www.youtube.com/watch?v=wsWoQNqtYHY&feature=related>>
Too bad MC can't figure it out, especially on Rockville Pike.

George Barsky

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Kansas City, Mo. - proposed streetcar alignments unveiled

geoghb@erols.com to: rockvillepikeplan

Sent by: **geoghb@pop.erols.com**

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06/22/2011 12:11 PM

Kansas City residents got a look Tuesday at an open house at proposed alignments for a two-mile modern streetcar line that would link Union Station and City Market in the downtown area, KCTV reports:

<http://tinyurl.com/3s33bop>

"Kansas City Unveils Proposed Streetcar Routes

POSTED: 10:41 pm CDT June 21, 2011

KANSAS CITY, Mo. -- Kansas City residents got a first look at proposed streetcar routes Tuesday; now the city wants to hear from you.

"This is a key step forward," said downtown resident Bill Gorman. "You can give people a vision of what this could be."

Gorman liked what he saw at the city's presentation.

"This project could be a foot in the door for broader transit initiatives throughout the metro," he said.

The streetcar line would run from City Market to Union Station along one of several proposed routes. City officials at Tuesday's meeting wanted to hear which route the people would prefer. Assistant City Manager Sherri McIntyre said there are many reasons Kansas City needs a project like this.

"It's a good time to do this as gas prices go up. We are also looking to continue to develop and infill our downtown area and we feel this project will be a catalyst to meet those goals," said McIntyre.

Gorman said he leans toward a Main street run, but the exact route isn't important; it's the streetcar he desires.

"Any route is better than no route at all," he said.

City planners hope to use input from the meetings and finalize a route by the end of 2011.

George Barsky

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Toronto - Transit City - Not a BRT system

geoghb@erols.com to: rockvillepikeplan

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07/05/2011 10:27 PM

<http://www.youtube.com/watch?v=vTvKkB11E5s>

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Let's visit Amsterdam

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07/08/2011 12:32 PM

1 attachment



GVB_2090_(14)_Roelof_Hartstraat_20110430.jpg

Roelof Hartstraat

No, its not a bus - its LRT. And, oh my gosh look at those bikers alongside the tracks. No vertical separation, no walls, no fences, no shrubs - nothing to protect them. And ... they are not wearing the usual Montgomery County protective helmets, gloves, knee and elbow guards, sun glasses and water bottles, tight pants and other biker garb? Of all things they are sitting upright without the sport crouch MC bikers use. Amsterdam probably has ten thousand times the bikers that MC has so how can they operate bikes so dangerously? Ever wonder how places like that survive with "normal" bikers and LRT? But, MC believes its better off, especially with super wide miles long parking lots like I-270 and more pollution making buses. Why can't 355 be like this? Ignorance is not so bliss.

George Barsky

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Have you been to Düsseldorf - video

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07/10/2011 04:59 PM

http://www.youtube.com/watch?v=rzph3UxM_L8

Most are modern trams, some are older. I personally detest the body wrap advertising. However, you can get a sense how the SYSTEM fits into the city transport. Most cities with LRT have many interconnected routes that help get people around - not just one line. Note the frequency and ability to operate with auto traffic. Note the possibility of high capacity low floor trams and NOT the crummy BRT proposed for MC. It's time to think outside the shortsighted bus.

George Barsky

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Let's Visit Zurich, Switzerland

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07/10/2011 09:13 PM

Zurich - one of the best transit systems in the world.

1.
<http://www.youtube.com/watch?v=E7ifuP3osNI&NR=1>
2.
<http://www.youtube.com/watch?v=KxCudfxrdcI&NR=1>
3.
<http://www.youtube.com/watch?v=Edc6EyWicNE&NR=1>
4.
<http://www.youtube.com/watch?v=DFubI1VmzGk&NR=1>
5.
<http://www.youtube.com/watch?v=vuPLV3EXpjs&NR=1>

Video 2 on BahnhofStrasse is probably one of the most upscale swankiest commercial business areas in the world. The Swiss know where and how to invest their francs.

Note, in a few shots we catch a glimpse of 3 section trolley buses. Something MC just doesn't understand and can't figure out.

Zurich has trams of many ages and styles. They take good care of their equipment and they last for many years.

Not much in the way of BRT in this advanced country, unlike backward thinking MC.

George Barsky

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Riding Zurich Tram Line 14

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07/11/2011 12:23 AM

Although these videos are a bit less exciting than GAGA, they might be instructive to a planning community without the personal experience of knowing what LRT is really like. Without personal experience with surface rail transit it is possible to imagine all things as they are not. Note the complete absence of BRT - the backward thinking of MC. If nothing else, it's another way of sightseeing in Zurich and elsewhere. In lieu of videos take a trip to Zurich instead of the banana republics to find out about excellent surface rail transport.

Riding Tram Line 14 in Zurich

1.
http://www.youtube.com/watch?v=xFRl2c_c22M&feature=related
2.
<http://www.youtube.com/watch?v=gwGLn6F3j0U&NR=1>
3.
<http://www.youtube.com/watch?v=qNDOTe1G4VU&NR=1>
4.
<http://www.youtube.com/watch?v=d-O93RP6snk&NR=1>
5.
<http://www.youtube.com/watch?v=v5jxVwqxCtg&NR=1>

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Angers, France new LRT

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07/12/2011 12:42 PM

<http://www.youtube.com/watch?v=9MynBSkdSSU&NR=1>

http://www.youtube.com/watch?v=_P7RlFRvxBc

Some sections use the Alstom ground contact system but most of the line is run from overhead wire.

Note the widespread use of grass tracks. Also of interest, unlike Montgomery County, there is no need for vertical separation, walls, fences or anything else between the pedestrian lane and LRT tracks on the bridge or elsewhere. Apparently there is considerably more adult thinking in France about surface rail transit than the ignorance of many MC residents and officials. Lastly, the cleanliness, popularity and capacity of LRT is unmistakable. BRT is not alive and well in France and Europe.

George Barsky

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A Quick Stop in Brussels , Belgium
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07/13/2011 11:51 AM

http://www.youtube.com/watch?v=yoPyg-EVO_s

Can LRT operate on congested streets? Of course, yes, certainly in a world class city like Brussels This video is a bit repetitive but clearly shows how LRT can successfully operate in mixed traffic on a city street. Also note the barely visible overhead wires. For me, the very slight eye pollution (.0000002%) is far better than the bio carbon pollution offered to us by buses, especially large buses. In fact, although there may be some disagreement here, those hardly visible wires are a real mark of greenliness, while internal combustion engine buses are poisonously dirty and noisy. Many LRT wires in Europe are [oh my gosh] smartly hung from adjacent buildings.

Historical Note:

At times you will hear or see the abbreviation PCC. That represents Presidents Conference Committee, an assembly of many private transit systems in the mid 1930's to develop a streetcar that would successfully compete with the automobile. The president is for the company presidents and NOT a US president. The first PCC equipped system was Brooklyn, NY. Cities like Pittsburgh, Los Angeles, San Francisco, Minneapolis, Philadelphia, Boston, Toronto, Montreal and many others used the PCC streetcar. About 5,000 were built in the US and about 13,000 in Europe and Russia. San Francisco still has a fleet [not the famous cable cars] it operates throughout the city and Boston and Philadelphia also still operates some.

The last PCCs built in the US were about the late 1950's. So, how about that bus fans - when was the last time YOU RODE A BUS in regular service that old? Consider the investment value of streetcar vs bus. Be sure you ride the bus to work - everyday. Enjoy the ride.

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Going the Wrong Way

geoghb@erols.com to: rockvillepikeplan

Sent by: geoghb@pop.erols.com

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07/13/2011 10:50 PM

It's a crying shame to have a group of intelligent people not realize what the real solution is for Rockville Pike. Some Montgomery County officials may have their sights on BRT but that does not mean Rockville Planners must agree. Maybe you enjoy being bamboozled by them.

You can't see that BRT is the problem and not the solution. If implemented - and hopefully it never will be - it will create masses amounts of buses spreading their pollution and noise and creating havoc with traffic., bikers and pedestrians not to mention the associated businesses and commercial enterprises along the Pike.

Your team can think only inside the bus box merely because a few county officials think you should. WRONG. You have to think independently and correctly about what the best approach is for upgrading the Pike. Clearly, clearly, BRT is the wrong approach for the next 20, 50 or 100 years. It is the wrong approach: period.

If express bus stops are so widely spaced as Metrorail, why bother with the bus at all? What's the gain? Instead, just use Metrorail and also expand service on MARC and let the local buses do what they are supposed to do - feed rail.

But, if you really want to do it right instead of spending on a pig in a poke, surface rail is your answer. Whether you call it light rail, streetcar, tram or trolley makes no difference. However, it is a mode which surpasses hands down anything so-called BRT can provide. It will enhance the community along the Pike and not degrade it the way a myriad of polluting buses certainly will.

BRT is an oxymoron and I don't think you want to associate that idea with yourselves. You are smarter than that.

Consider surface rail. It can be installed in any lane but the obvious solution is in the center using grass tracks, shrubs and flowers. The bike and pedestrian lane can be installed alongside it. There is no fear of being alongside rail - you know where its going. Just like Metrorail, you probably stand near the platform edge when the train arrives - so to with LRT. With buses you pray it won't hit you.

LRT is quiet, fast, green, has high capacity with the ability to have trains of rail cars when needed or shorter trains in off hours. Only one operator is needed for a tram train, just like a Metrorail train has a single operator and very unlike buses that require an operator for each bus. Even if the bus is articulated it can't be coupled to other buses and requires more operators - a long term heavy operating expense. And big buses damage streets faster and have a short operating life with high maintenance costs due to a larger fleet. Not to mention the ill effects of their micro exhaust.

Trams or LRT can be 100% low level with curb height boarding without the need for expensive high level platforms. LRT is far more likely to attract riders out of their cars than any bus. LRT is spacious, comfortable and

with a smooth ride unlike any bus where most of the ride is like being in a jouncing jalopy.

What is unfortunate about LRT is that planners like you and the county ignoranti give it short shrift. LRT is a real investment. BRT is the black hole of money and does not produce the dreamt of results. Do it right the first time and use rail. Do not expect to convert BRT to rail down the road - that is simply stupid thinking and a big waste of taxpayer money. LRT wil repay for itself over and over.

You can lead a horse to waterand transit planners also need direction. Tell the county NO to BRT and insist the correct long term solution for the Pike is surface rail. You can take that to the bank.

Oh, by the way, who of you rode the bus today ...yesterday? And don't give me the fairy tale excuse if you had BRT you would.

You need to think rail and put BRT where it belongs - in the junk yard.

George Barsky

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Tramtastic - Melbourne Australia
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07/14/2011 06:19 PM

Note: Being part of the Queen's empire they travel backwards. (:D

<<http://www.youtube.com/watch?v=Hpklf0iwRRc>>

<<http://www.youtube.com/watch?v=z1V19gyxJUw&NR=1&feature=fvwp>>

<<http://www.youtube.com/watch?v=BxLU60Hbu58&feature=relmfu>>

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Portland, Ore. - council okays funding district for new LRT line

geoghb@erols.com to: rockvillepikeplan

07/14/2011 06:32 PM

Sent by: **geoghb@pop.erols.com**

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Portland City Council has approved a plan to create a new funding district to help bankroll a proposed light rail line to link several key activity centers, Oregon Public Broadcasting reported Thursday:

<http://news.opb.org/article/\>

[portland-approves-plan-new-light-rail-line/](http://news.opb.org/article/portland-approves-plan-new-light-rail-line/)

"Portland Approves Plan For New Light Rail Line

April Baer | July 14, 2011

The Portland City Council has approved a plan to raise several million dollars for a new light rail line and a few other transportation projects.

The city is short on transportation funding, but wants the new light rail line to link four important places: OHSU and Portland State on the West side, and Portland Community College and the science museum on the East Side.

So council voted to create a new funding district encompassing all four of the priority areas.

Whenever a business or homeowner in the district makes improvements that will generate more traffic, they'll pay a fee.

Michael Tevis is a Californian who owns commercial property close to where the new MAX line would come through. He told commissioners the plan is worth it, because he thinks the MAX line will increase property values.

"As you know, developers do not like fees. But in this case, from my perspective, we're willing to pay when we see the benefit," Tevis said

No one spoke in opposition.

The transportation bureau estimates the fees would generate \$5 million for the new Portland-Milwaukie MAX line, and about \$5.5 million for a streetcar project. Another \$4.2 million would be spent on other projects.

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Ottawa, Canada - council okays revised LRT plan

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07/14/2011 11:04 PM

Ottawa City Council Thursday gave unanimous 20-0 membership approval to a revised starter line light rail plan that includes a shallower downtown LRT tunnel and other changes designed to keep the project within a \$2.1 billion budget, The Ottawa Citizen reports. A previous LRT plan for Canada's federal capital city was scrapped by a prior council, leading to a settlement with Siemens which led the consortium that held the construction contract.

The first generation Ottawa streetcar system lasted into the late 1950s:
<http://www.davesrailpix.com/odds/on/htm/ott46.htm>

And the news story:
<http://tinyurl.com/6eh44sw>
"Council unanimously approves new LRT plan
By David Reevely
The Ottawa Citizen
July 14, 2011 5:01 PM

OTTAWA - A unanimous city council voted for the revised light-rail plan Thursday afternoon, moving ahead with the \$2.1-billion plan to run a 12.5-kilometer (7.7-mile) line between Tunney's Pasture and Blair Road via a downtown tunnel along Queen Street.....

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How about LeMans and Mulhouse , France

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07/15/2011 12:59 AM

Le Mans - A Pontiac was never like this.
<http://www.youtube.com/watch?v=N0Wea0c6Unk&NR=1>

Mulhouse Tram Train
<http://www.youtube.com/watch?v=2uX0CdXMBfg&NR=1>

<http://www.youtube.com/watch?v=LxYBu8fj6Yo&NR=1>

The Tram Train is similar to the interurban of bygone days. It is compatible with in street operation and can also operate on its own private right of way or even on mainline RR tracks. That is done in France and Germany. Many RR lines in Europe are electrified. This type of tram would be ideal on the CCT between Shady Grove and Frederick - or anywhere for that matter.

You will note these videos celebrate the new Tram Train operation in 2007. One scene indicate 99 on the speedometer. That is kilometers per hour and is approximately 60 mph.

In years past I rode a similar "trolley" between Chicago and Milwaukee on the Chicago North Shore and Milwaukee line riding inside the famed Electroliner with a speedometer reading 95 ... mph. The line also had street operation in downtown Milwaukee and also operated over the Chicago El and famous Loop. The line no longer exists. To many people who used it the abandonment was criminal. I agree.

In those days getting rid of rail and building super roads was the thing - the wrong thing. Nowadays we have the roads, aka parking lots, but have to reinvent rail.

Did you enjoy riding the bus yesterday and today?

George Barsky

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Milwaukee, Wis. - what streetcar will and won't do for city

geoghb@erols.com to: rockvillepikeplan

Sent by: **geoghb@pop.erols.com**

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07/18/2011 01:32 PM

A Milwaukee School of Engineering faculty member had a guest column in the Milwaukee Journal-Sentinel last year about what the city's proposed urban circulator streetcar line will and won't do for the city. It's worth a second look since the project now is moving forward:

<http://tinyurl.com/3edzncm>

"A Milwaukee streetcar named convenience

By Matthew Trussoni

May 15, 2010

Misunderstanding fuels the controversy over a proposed streetcar system in Milwaukee. So let's define exactly what a streetcar system will and won't do for the city of Milwaukee.

Streetcars are designed to provide short-trip urban circulation, sometimes referred to as a pedestrian extender. Walking is an integral part of streetcar use. Users will not experience faster travel times as compared with the bus, but streetcars can carry more people. Also, streetcars provide more reliable service than buses, due to several factors.

First, the streetcar operates in the snow when bus service could be shut down. Second, the tracks provide users with the location of the streetcar. Third, streetcars integrated with stoplights offer more reliable and more frequent boarding opportunities. Visitors and other infrequent riders rarely know where bus stops are located or when the buses stop. Streetcars' improved reliability could be what leads to their increased ridership as compared to buses.

We only have to go to Kenosha to see the benefits of a streetcar system integrated with a regional transit system.

Commuters working in Chicago have put METRA ridership from Kenosha at an all-time high since the installation of its streetcar system. The current travel time on the METRA from Kenosha to the Ogilvie Transportation Center in Chicago is around 1 1/2 hours. Milwaukee's streetcar system, if connected to high-speed rail that provides travel times of around an hour, could certainly attract new residents looking to escape the high cost of living in Chicago.

Portland, Ore., is the model that is being followed by many American cities. Official figures show that ridership of Portland's streetcar system has increased from about 1.3 million in 2002 to about 4.03 million in 2009. Several new lines have opened because of the success of the original lines. According to the Portland Streetcar Development Oriented Transit Report, some of the benefits are:

- \$3.5 billion invested within two blocks of the streetcar alignment.

- 10,212 new housing units and 5.4 million square feet of office, institutional, retail and hotel construction constructed within two blocks of the alignment.

- 55% of all central business development since 1997 has occurred within one block of the streetcar. And properties closest to the streetcar line more closely approach the zoned density potential than properties farther away.

- Developers are building new residential buildings with significantly lower parking ratios than anywhere else in the region.

In Cincinnati, small business owners feared streetcars would take consumers away from their establishments, although it could be argued the streetcars would create more business with the increased foot traffic.

Critics often cite the upfront capital expenditure. At around \$90 million, it is a significant investment. But let's put that in context. The Marquette Interchange cost around \$800 million, but good roads add to the economic development of the community.

Why would anyone think differently of a streetcar system? A study by the District of Columbia Department of Transportation dispels many of the streetcar myths. It highlights that Portland achieved an 18:1 development-to-transit ratio. That is, every \$1 spent on the streetcar system resulted in \$18 of development in the area.

Streetcars enhance tourism. I speak here from experience. Most major cities I have visited have a modern, well-designed transit system that connects air, train (light and high-speed), automobile and pedestrian transportation options.

The convenience of an interconnected pedestrian-friendly system encourages tourism by eliminating the traditional barriers of travel. Properly designed streetcar systems also increase ridership by placing stops closer together, decreasing the walking distance to a stop.

Streetcars should be part of a larger regional and national system that would connect at intermodal hubs, giving visitors and those living in Milwaukee a variety of options to serve their transportation needs.

Matthew Trussoni is an assistant professor in the Architectural Engineering Department at the Milwaukee School of Engineering.

George Barsky

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The Trolley Song - Moscow Versions

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07/19/2011 01:32 PM

New KTM 30 Tram

<http://www.youtube.com/watch?v=u1N4FCKnaWo&feature=related>

New LM 2008 Tram

<http://www.youtube.com/watch?v=DbSZfRa8dsI&NR=1>

Rebuilt Tatra 1972 KT3R Tram

<http://www.youtube.com/watch?v=wjgcpSO9IqI>

Moscow has a very extensive tram system. During the cold war most trams for the Eastern Block and Soviet Union were built by Tatra Smichov in Prague. Skoda also builds trams in the CZ and D.C. bought 3 of them. Skoda also licenses American streetcar builder in Portland, Oregon - United Streetcar <<http://unitedstreetcar.com/>>

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07/19/2011 02:03 PM

3 attachments



CCT-53.JPG



CCT-4.JPG



CCT-25.JPG

<http://tinyurl.com/3gw4tdo>

Mas Transit You Need to Know About

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07/21/2011 04:54 PM

1 attachment



Tussam 103 .4.JPG

The vehicle on the right is for use in Seville. The vehicle on the left is for Montgomery County.

All I hear is widen, widen, widen and BRT, BRT, BRT. Can no one in this county think outside the street widening and bus box and realize the BIG mistake that combination is?

Keep on doing the same thing and guess what

George Barsky

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Saarbrücken , Germany

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07/21/2011 05:29 PM

1 attachment



SAARBAHN1005[2].jpg

How many places do you find BRT?
How many places LRT?
WHY?
Time to get smart about new transit projects.

George Barsky

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1 attachment



SWK602 KREFELD HBF[1].jpg

They lost the war big time and look what they have today.

We won the war.

Exasperating, isn't it?

George Barsky

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Transit Contracting - A grim \$\$\$ story
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07/25/2011 12:58 AM

It takes 40 or more years to turn a spade of earth in LRT construction. This is the M.O. for LRT systems. Of course, the cost keeps going up. They keep on doing the same idiotic postponement and expect the costs to go down? Complete lunacy. There has to be a better way than this absurd approach.

Also, it wouldn't surprise me at all if Parsons Brinckerhoff of BRT feasibility study fame isn't behind the reignite bus program. It is reported they did a million dollar BRT study in Pittsburgh and a half million (so far) for Montgomery County, MD. No doubt they smell money wherever there is a proposal for LRT, they will come in and do a BRT study for big bucks. The more BRT studies they do the more credibility (and big bucks) they gain with the unsuspecting local politicians who know zip about public transport. For those "expert" consultants its about money, any way they can make it.

 George Barsky

To supplement what you have told us below, I have an UMTA publication on Portland that says that the public choice on the Alternatives Analysis was 50 % for Light Rail, about 10 % for BusWay. a couple per cent for monorail, and a few percent to do nothing. There were some other minor odd ideas. I was also on the selection committee for Pittsburgh's Light Rail project. I was just about the only non-politician. We interviewed both BP and Gannett Flemming. Because of what you wrote below, I hoped for Gannett Fleming, but on the interview day Gannett's lead engineer was sick so his assistant made the presentation. I was satisfied with Gannett's presentation for engineers but it was flat for politicians, no pissazz. PB had a colorful dog and pony show. We voted on who to chose. I was the only Gannett Flemming vote. The politicians pleaded with me "Ed, you have always been opposed to everything, How about you change your vote to make it unanimous"? I did to avoid any media interest. Maybe you remember my secretary handed me that envelope in Harrisburg with Gibbs & Hill PB triangular catenary plans that looked to me like New Haven RR 1907. I think you may know what i mean. I sent it to Pittsburgh's Chief Engineer Ted Hardy (an architect) and warned him that environmentalists would object to so much wire in the sky. I knew he would not accept any opinion from me. He curtly told me that they hired the best engineers in the world, so they must listen to them. When the first test car ran into the subway, it hit the signal masts. Maybe they forgot the Pittsburgh track gauge. I was not involved by then, but I read that Pittsburgh sued PB for \$ 6 million for malpractice. I believe they collected something. Before we were able to select Light Rail, we had DeLeuw

Cather do the alternatives analysis. This came out BusWay best LRT next best Rail Rapid third and Sky-Bus last. I studied the details and at our next meeting I asked them how they had estimated to hire enough bus drivers to man all the buses.?

They said they used the actual system average. Like you in Portland, I said you priced out every LRT job, why not for bus.? The system average was more accurate, they said. I said "NO". South Hills is high income with high peak, but bus average is low income with lower peak. Pittsburgh had a four hour minimum tripper. DeLeuw was very good about it. They agreed to recnfigure BRT with specific jobs priced out.

The politicians on the committee had no idea what I was talking about so they did not object. The report came back LRT best, Bus next, Rapid third and Sky-Bus last.

If you look at Miami, the were right about Sky Bus.

The reason they rated BRT so high before correction was the politicians said BRT could use surface streets through Mount Lebanon but LRT could not. No rails in any street (I know, Broadway has rails) The Mount Lebanon tunnel priced LRT out of the uncorrected bus operating costs.

Just recently the Pittsburgh data was reviewed. From 1976 pre-Bus Way to 2010, the system's buses have lost 41 % of the passengers and 42 % of the passenger-miles. Light Rall has gained 16 % in passengers and 3.7 % in passenger-miles.

The Drake line abandonment shortened the trip length a bit.

Bus revenue with fare increases was up 110 % but LRT was up 270%.

As you probably know Pittsburgh has had severe population loss.

E.T. (name withheld)

George:

There are a few things to remember about the consulting firm that you mention. The first is that its marketing plan starts off with making sure that it is politically collected. When it smells that there is a prospect of a future contract in the offing, it opens a local office if it does not have one in the location already. Whether it has work or not, it then begins making political contributions and introducing itself around, positioning itself to be on the short list before the project is even defined. It gathers intelligence about what the decision makers, the politicians and agency executives are inclined to support. Through these contacts, it finds out which among local architectural, engineering and similar firms are politically connected and, therefore, would be wise to invite to join its team when one is formed, as well as which local firms to stay away from. If it can get away with it, it will offer to make suggestions, i.e. help write, a request for proposals for the services that it hopes to offer. And then, when the RFP is released for competitive proposals, it has above average chances of being chosen by a selection committee that knows it well.

This has been a sure firm formula for winning jobs. The firm has done this successfully across the land and abroad, making itself highly profitable and a force to be dealt with. Other major consulting firms often are drawn into joint ventures with it, based on "We'll take the lead on this one and we'll join you elsewhere as

a sub-consultant." And it's all been legal.

So it should be no surprise to anyone reading these messages, including those who work for that firm, that it is now pushing bus rapid transit. The firm has no "loyalty" to or interest in advancing light rail transit or any other form of transportation. It simply wants the billable hours and the opportunity to make money. After all, that is what it is in business for. And the more it satisfies the interests of the powers that be the more money it makes.

The follow-on work from a \$500,000 or \$1 million feasibility study can be enormous as the project moves through the FTA mandated hoops of Alternatives Analysis, Environmental Impact Process, Preliminary and Final Engineering, Construction Management, Commissioning, and Project Closure including claims settlement. What starts out as a small award can and often does wind up as hundreds of millions of dollars of addition work stretched out over a decade or more.

My first experience with the firm's marketing strategy was in 1978 as the Project Manager of a PB/LTK joint venture under contract to Tri-Met to provide Preliminary Engineering services for what is now its East Side light rail line. I was told by the head of PB's San Francisco office, a partner in the firm, that PB had picked up, via the "grapevine," that the San Francisco-based regional office of the Urban Mass Transportation Administration [now the Federal Transit Administration], which then had grant-recommending jurisdiction of proposed projects in Oregon, did not consider Portland to be a community of sufficient size to warrant the development of a rail transit system but would be sympathetic to the development of a busway in the Interstate 80-N (Banfield) Corridor. He then instructed me to advance the idea to Tri-State of, instead of constructing a light rail transit line between Downtown Portland and Gresham, constructing a busway along side I-80N and the Union Pacific between Lloyd Center and Gateway Center with "provisions" for future conversion to light rail transit as a Minimum Operating Segment, i.e. MOS-1. This, of course, meant that PB would be in line to get the civil and structural work and LTK would get the promise of "maybe some time in the future."

I shared all this information - more than PB wanted the client to know - with John R (Bob). Post, then Tri-Met's Project Director and later to become its Deputy Executive Director. His response was a calm and polite "Phil, I know that you are in between a rock and a hard place. The information is valuable but thanks but no thanks. Please tell you managers to leave the politics to us; we will deal with UMTA. Let's concentrate on developing a project that it cannot turn down."

Working hand-in-glove with Tri-Met's staff, we developed a phasing concept for what was then called the Banfield/Burnside LRT Project that involved building a maintenance and storage facility at Ruby Junction, building a two miles-long test track extending along the former Portland Traction Company right-of-way to the western edge of Gresham. Much to the discomfort of UMTA's staff, we developed our operations and maintenance (O&M) cost estimate based on job classifications and wage rates that were still in Tri-Met's labor agreements - miracle of miracles - from the streetcar era, rather than an amalgamation of those of high-cost experience of run-down rump operations in Boston, Cleveland, New Orleans, Philadelphia and San Francisco that were remnants of large first generation

streetcar systems.

For a while, it appeared that Portland's LRT project might not get federal funding as more and more questions emanating from San Francisco and Washington were being asked. And then, in 1979, President Jimmy Carter appointed Neil Goldschmidt, the Mayor of Portland, as US Secretary of Transportation. A funny thing happened soon thereafter. UMTA began looking very favorably on Tri-Met's plans to develop light rail transit. As Bob Post had advised, "Leave the politics to us."

But back to PB: If its 1978 scenario had been adopted by Tri-Met, I believe that it is doubtful that we would see any light rail transit or streetcar lines in Portland. At best, the Rose City would be the Ottawa of the Pacific Northwest.

As things developed, upon the completion of Preliminary Engineering, Tri-Met decided that civil/structural design and systems design for Final Engineering for the Banfield/Burnside LRT line should be separated into two consultant contracts rather than awarded as a combined package. Subsequently, it awarded the FE civil/structural contract to Bechtel Corporation and the FE systems contract to Louis T. Klauder and Associates (LTK). It was over a decade before Tri-Met engaged PB to provide engineering services for the 4.6 miles-long tunnel through Portland's West Hills and the 260 feet (79 metres) deep Washington Park Station of its West Side LRT Project.

What did I learn from the above: First, where large consulting firms are concerned, and PB is not the only one in this category, objectivity is secondary to profitability, both near-term and long-term. And secondly, even the most determined marketing plans do not always bear fruit, especially if they run contrary to the client's objectives.

As to the recently awarded BRT studies in Pittsburgh and Montgomery County, you are correct George, PB smells money and those who are paying its fees have already determined the outcome that they are interested in.

P.C. (name withheld)

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A GM Conspiracy - Taken For a Ride - Video

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07/25/2011 08:17 PM

<<http://www.youtube.com/watch?v=rAc4w11Yzys>>

If you haven't seen or heard of it you might think again about your transit plans.

George Barsky

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A few minutes in Basel , Switzerland
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07/26/2011 01:47 PM

<http://www.youtube.com/watch?v=ZlZsVvtKV2k>

Its a meter gauge system.

Check out the bikers.

No separate bike lanes. No super duper colossal wide roads. No BRT.

Why does it work so well and with narrow streets?

George Barsky

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Testing the Tide

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07/26/2011 02:12 PM

<http://www.youtube.com/watch?v=9G0BHEGxzPQ>

The new Norfolk, VA LRT being tested for August, 2011 opening.

Norfolk, not a mega city by most standards is now implementing LRT and it will probably be extended to Virginia Beach.

From this portion of the video it does not appear any street closings were necessary.

Of course, folks in MC will find most any excuse to rail against LRT as being the politically correct thing to do.

George Barsky

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Rotterdam, NL

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07/29/2011 12:06 PM

1 attachment



2012-ret-mt.jpg

<http://www.youtube.com/watch?v=MqoAuW54QxU>

Yes, indeed. We in MC can never never afford transit like this. We in MC only want glorious, smooth riding, high capacity, swift, clean, rubber tired, carbon fueled buses. We want others to ride the buses while we don't unless an extreme emergency. But, electric rail transit, that's just not in our genes. You know, very unaffordable while mega roads and miles long parking lots are our style.

We don't have a history of good solid surface transit and now the ignorant folks on the county council think they know better. They won't do a feasibility study for transit unless its buses. Such brilliance is undeniable. Plenty of money for super roads and umteen buses but they are otherwise blind to good, humane, far reaching long term public transportation.

OK. We are condemned to the council's ignorance. But videos like this are an eye opener to other cities methods of public transit. Rotterdam has a very large LRT system, as do many, many other cities. But heck, MC certainly can't be one of those places. We have rubber brained leadership. Big roads and big buses. That's affordable but rail just isn't...in MC. Something about that smells and its not a pleasant smell. It's like the behind the bus smell.

Incidentally, note the bikers. Not like the Tour de MC style here.

Enjoy the bus ride to work ... oh, I forgot, you don't use the bus.

George Barsky

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07/30/2011 02:10 AM

1.

<http://www.youtube.com/watch?v=ZkjrWLPcv7s&feature=related>

2.

<http://www.youtube.com/watch?v=R2RU8K3kd3k&feature=related>

The capital of Switzerland.

No, that's not a steering wheel !! It controls the speed.

George Barsky

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Various cities

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07/31/2011 01:56 AM

Why show BRT in the middle of 355 as green on the artist renderings? You know the expansive CONCRETE, BLACK RUBBER TIRES and BUS EXHAUST will make it anything but green. And, the behind the bus smell is definitely not green. Nor is the imported fuel oil which won't become cheaper.

However, if LRT were in the middle of 355 there is no doubt about how green it could be. Watch.

Magdeburg, Germany

<http://www.youtube.com/watch?v=AwKE7irZKE0&feature=related>

Mulhouse, France

http://www.youtube.com/watch?v=Eq2RvTPuv_I&feature=related

Mannheim, Germany

<http://www.youtube.com/watch?v=2qZBb3ca9p0&feature=related>

Tirolean RR history - Nice RR photography included

<http://www.youtube.com/watch?v=xY7NKiNlQhg&NR=1>

Who in a political position in MC actually uses the bus on a regular basis?

Why does MC need more cars, buses and trucks on 355? Another miles long parking lot in the works? Oh, to be a traffic signal salesman....

Ever feel like an ostrich with head stuck in asphalt?

Oh, to be a fair weather biker in the middle of winter on unplowed 355

George Barsky

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Photo of proposed BRT on 355

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07/31/2011 11:38 AM

1 attachment



2035-dus-mt.jpg

If this is the 355 BRT plan I will back you 100% and more

Of course, you don't (may not want) need my backing.

George Barsky

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Rockville Rapid Transit

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07/31/2011 12:00 PM

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Rockville Rapid Transit.JPG

The proper signage for the Pike.

George Barsky

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Salt Lake City - testing on two new LRT routes

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08/01/2011 01:20 PM

Salt lake City can expand its LRT routes but poor church mouse MC can't even get started. It only wants to waste money on BRT.

Did you ride the bus today?
George Barsky

KSTU, Fox 13 television, has posted a report about the first energized light rail testing on two Utah Transit Authority [UTA] LRT routes due to open to public service Aug. 7:

<http://tinyurl.com/3e2f52s>

"UTA test runs new TRAX lines

Brittany Green, Web Content Producer Fox 13

5:48 p.m. MDT, July 31, 2011

(video report - showing LRV trains in operation)

(photo - showing UTA LRVs)

SALT LAKE CITY- Two new TRAX lines will open to the public next Sunday, five years after taxpayers' approval.

The new lines to West Valley and South Jordan will double the size of Utah's light rail system, and UTA simultaneously tested all lines for the first time on Sunday; exactly one week before they are set to go live.

"These lines have been under construction for a couple of years now, and so a lot of people who live in the area are very excited to have then start running so they can start using them as part of their regular commute," said Gerry Carpenter, UTA spokesman.

With the new lines, a new color-coded system has been implemented. Sandy will now become the Blue Line, West Valley will be the Green Line and the route to South Jordan will be the Red Line. UTA hopes this will make things easier for riders to navigate the larger system.

"If you need to navigate our system you can just say take the green line to the blue line and it will get you to where you need to go," said Carpenter.

Right now, 40,000 to 50,000 riders take TRAX each weekday, and the new lines will make those numbers go up. UTA has added 77 new vehicles to its fleet to keep up with the increased use.

"These two new lines are expected to add an additional 14-thousand average weekday riders," said Carpenter. "So our ridership is going to go up above 60 to 70 thousand riders a day."

UTA has organized a "Food as Your Fare" Day this coming Wednesday; the public will be able to try out the new lines for free with a non-perishable food item as their fare. Donations will go to the Utah Food Bank. The event will run from 9 a.m. to 11 p.m.

For more information on the new lines and the "Food as Your Fare" day,
visit
<http://www.rideuta.com>

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San Diego History Comes Alive

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08/19/2011 11:55 AM

<http://www.signonsandiego.com/photos/2011/aug/17/430199/>

"Vintage PCC trolley is putting smiles on the faces of San Diegans"

Written by Robert J. Hawkins

5:26 p.m., Aug. 18, 2011

The Silver Line trolley rolled into the main station on Imperial Thursday after giving riders an inaugural spin through downtown.

Tom Carnes took the first ticket from Eddie Herold as MTS rolled out its first restored 1949 vintage trolley Thursday.

Congressman Bob Filner, left, and City Councilmember Todd Gloria chat on the trolley as it rolls through downtown.

The Sweethearts of Swing pose with Eddie Herold, 92, San Diego's last original street car motorman. The singers, from left, Kim Royster, Leah Bentley and Shelley Smith dressed like the female group from that era, the Andrews Sisters and sang songs from that era.

There was a moment during the inaugural run of the Metropolitan Transit System's newly refurbished 1946 street car when its true purpose was unveiled: To put smiles on the faces of San Diegans.

It was most obvious on C Street near Fifth as the street car lurched to a halt in traffic. The faces outside the window were lit up, really lit up. People were smiling, grinning, dropping jaws, arching eyebrows, pointing, snapping photos with cell phones.

It isn't everyday that the past comes rolling down C Street.

Although, you can expect more of it in the future.

For San Diegans long used to the bright red Trolleys, the vintage 50-seat Art Deco street car with its kelly green, plum and cream coloring and artful chrome accents -- is a head-turner.

Thursday marked its official debut on the tracks of San Diego.

There was a late-morning ceremony at the 12th & Imperial Transit Station, from which Trolley No. 529 will roll on weekends and holidays, after which the first official run on the Silver Line took off at 11:47 a.m.

With Trolley operator David Neri, 47, at the helm, the streetcar pulled out from the transit Center and headed up Harbor Drive toward America Plaza. Neri is one of eight Trolley drivers who have been trained to drive the vintage car.

An El Cajon resident said that the ride Thursday, "really brought back some memories." A San Diego street car motorman from 1940 to the end, the El Cajon resident called April 24, 1949 "the saddest day of my life." That was the day the city retired the street cars for good.

The ride stirred memories in Harry Mathis, too. He's the chairman of the MTS board but inside he's still a little kid riding cars like No. 529 around the streets of San Francisco. Which, by the way, is where No. 529 spent the prime years of its career before nearly rusting away in a Lake Tahoe field.

It was Mathis who spearheaded the effort to bring back vintage street cars to San Diego. He picked up three in the Tahoe field in 2005 and three more from across the country. All in need of major restoration and some modernization.

So far, restoration has largely been a volunteer effort by 44 streetcar-loving volunteers but it has not been inexpensive. The first cost about \$850,000 to bring on line.

"I hope you all brought your checkbooks today," a grinning Mathis told the assembled dignitaries and politicians on Thursday. "We want them all operating."

During the inaugural ride, Mathis talked excitedly of the day when the restored cars might run between Downtown and Balboa Park and the Zoo and perhaps through the beach communities.

For now, No. 529 will run only on weekends starting Aug. 27, and select holidays on a single round-trip loop called the Silver Line that starts at the 12th & Imperial Transit Center and travels up Harbor to C Street the east to City College before returning to the transit center along Park Boulevard. It's a \$2 cash only ride, strictly for the nostalgia, for now.

George Barsky

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Jerusalem's first LRT line draws big crowds

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08/19/2011 02:55 PM

<http://tinyurl.com/3npz77a>

Jerusalem's first light rail line draws big crowds

By Hazel Ward (AFP) - 3 hours ago

JERUSALEM — Excited crowds filled the streets of Jerusalem on Friday as hundreds of people rose early to try out the Holy City's first-ever light rail system which finally opened its doors to the public.

The system has been five years in the making and beset by countless delays, creating havoc on the roads and with the city's bus system.

But on Friday the long-awaited opening arrived, with people flocking to the track for a ride.

At Mount Herzl in southwest Jerusalem, around 30 people stepped onto the train, which quickly set off and sailed smoothly down the road towards the city centre.

It's an exciting start to the weekend for one old woman and her grandson.

"We are going to the market. I am very excited," beams 14-year-old Maor Biton sitting next to his elderly grandmother, both of them smiling broadly.

"It's very special," she grins. "My grandson has been driving me crazy for months to ride on the train."

Inside the carriages, which were built by France's Alstom, the interior is pale blue, the upholstery in pristine condition. It's very spacious and airy. And very quiet.

Within a mile or two, the train fills up with curious passengers, most of them wearing irrepressible smiles.

The 250-million euro (\$360 million) project was supposed to be finished in 2008, but completion was repeatedly pushed back for reasons ranging from construction errors to the unexpected discovery of historical artefacts.

Work to widen roads and build the track has taken five long years, causing countless traffic jams in a city whose streets are notoriously congested, leaving locals and shopkeepers frustrated and fed-up with the dirt, the din and the disruption.

But on Friday morning, the people looked rather more pleased. And no one is complaining about the fact that, for now, it's free -- thanks to a last-minute glitch in the ticketing system.

"We have lived here for years and suffered with all this upheaval to the traffic, but this is very nice," said Tehila Ganor, beaming with the excitement, her two young daughters squealing as a second train passes in the opposite direction.

The light rail project has also come under political attack because it runs through mostly Arab east Jerusalem, an area of the city which was occupied by Israel during the 1967 Six Day War and which the Palestinians want as capital of their future state.

Beginning at Mount Herzl, the route follows a 14-kilometer (nine-mile) stretch which takes in Jaffa Street, west Jerusalem's main artery, and skirts the Old City before heading into east Jerusalem and ending at the settlement suburb of Pisgat Ze'ev.

City officials are relying the new system to cut the number of cars in the Holy City, which has a population of 790,000 and is constantly choked with noisy traffic.

"Do you know how far it's going?" asks a young woman, slightly embarrassed, while another woman stares blankly at the closed door in front of her before walking off, not realizing she needs to push a button to open it.

As the train approaches the Bridge of Strings, an eye-catching suspension bridge built especially so that the rail system could navigate a problematic right turn onto Jaffa Street, everyone peers expectantly out of the window.

The view down the valley is all-too-familiar but nonetheless quite exciting when viewed from the train as it glides over the bridge.

"The adults are enjoying themselves more than the kids," chuckles one passenger in his 50s, admitting it was his first ride on public transport in a long time.

"I haven't been on a bus in years."

"I've been on a tram before, back in Russia, but I've been in Israel for 20 years and it feels like it's the first time again," smiles Galina, a woman in her 50s.

"I'm really excited. It's nice that it's finally ready after years of traffic jams and craziness -- 12 years we have waited for it and finally it's here."

George Barsky

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Exhibit No. 93





Norfolk, Va. - official start to newest U.S. LRT system

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Sent by: geoghb@pop.erols.com

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08/19/2011 03:18 PM

The newest light rail system in the U.S. -- the \$7.4-mile Norfolk starter line costing an estimated \$318.5 million -- debuted today with official ceremonies and then riders boarded to sample the service, The Virginian-Pilot reports. Seven LRV trains were pressed into service for the free rides. The newspaper's Web story includes a photo gallery with 31 images, plus video:

<http://tinyurl.com/3vdlyz6>

"With passengers on board, light rail officially begins in Norfolk
The Virginian-Pilot

© August 19, 2011

(video caption())

With cheers, protests and riders lining up, light rail debuts in Norfolk.
(Brian Clark | The Virginian-Pilot)

(photo caption)

Bridget Goeke of Virginia Beach rolls her bike onto the first Tide train leaving the Newtown Road station on Friday, Aug. 19, 2011 at 6 a.m.

(Stephen M. Katz | The Virginian-Pilot)

(gallery - 31 images)

(article)

NORFOLK

After more than 3½ years of construction and \$318.5 million, Norfolk's 7.4-mile light-rail system, The Tide, began taking on passengers today. It's free until Monday, then the regular \$1.50 fare begins. See this special page for a Q&A, ticket information, service times, station locations and more.

At 11:43 a.m., Trish Long and her 7-year-old, Sam, were waiting at the Harbor Park Station for their return ride back to MacArthur Center. How long had they been waiting? "An hour," said Sam. His mother had a more exact answer. "According to the schedule, it's three minutes late," Long said. "I work for the railroad (Norfolk Southern Corp.), so I'm OK with it for today." A few minutes later, a train came, but Long and her son couldn't find room to get on. As the train left, Sam leaned into his mother, looking disappointed.

At 10:54 a.m., a scare for a mother waiting at the station at Newtown Road. She had three girls, but was looking for a fourth on the platform as they stood toward the head of the line, waiting for a train. "We've lost Evelyn," she said. "Evelyn!" A few seconds later, good news. This one in white is mine, the mother told an HRT worker, as the fourth child approached. A few seconds later, another scare. One of the girls got too close to the edge of the platform. "Guys, back up," the mother said.

At 11:05 a.m., everyone seemed to be in a good mood. The line at the last station snaked around Newtown Road and some people had to wait for two or

three trains to get on board the train. Inside, it seemed as packed as a New York City subway train during rush hour. Still, few people grumbled. In the Tide, a man told his companion, "That wasn't too long of a wait." She responded, "No, it wasn't."

At 11:18 a.m., the train started to leave the Norfolk State University stop headed for Harbor Park. It was hard to miss the sound of the doors closing. "It locks with authority too," one rider said. "Thunk," another man replied.

At 11:21 a.m., one slightly disgruntled customer sat on a bench at the Harbor Park Station. He couldn't get onto the train because there were too many people on it. "They're just riding around," he said. "There's got to be a way to make them get out of those things."

At 10:40 a.m., a train reached Newtown Road. The station was packed with people waiting to board, crowding the platform.

"Exit that way because it's too crowded" the other way, an HRT employee says to a bicyclist getting off the train, pointing him toward a clear path.

At 10:37 a.m., a boy approached a woman with an HRT shirt as a train headed east toward Newtown Road. "What's the fastest this goes?" he said.

"55," she replied.

He seemed satisfied with the answer and returned to his family.

At 10:23 a.m., A packed train was going down a decline as it went eastbound toward Norfolk State University. "It feels like a roller coaster," said a woman standing with a cane. She was smiling.

At 10:15 a.m., The Tide trains are so jammed with passengers that HRT put an extra train in service to handle the crush of eager riders. Even in peak hours, HRT plans to only run six trains. Seven are running now. "It's a good problem to have," HRT president and CEO Philip Shucet said, adding that the problem mainly stems from riders taking multiple round trips without leaving their seats. "We want people to enjoy the ride, but please get off to take advantage of the activities at some of the stations, or to do some shopping or dining...We're leaving a lot of people at some stations because there's no room on the trains."

At 10:11 a.m., Pat Yaros of Norfolk handed out brochures and flashed smiles to people as they got to the York Street station. Yaros is volunteering as a Tide Guide, wearing a red shirt, welcoming people and answering questions. The most common one: "How do I combine a train ticket and a bus ticket?"

At 10:06 a.m., Demetria Moody exited the train at the York Street station. "It was smooth, quick. There was pretty much no wait," said Moody, who got on at the Norfolk State University stop. Her 17-year-old son Dominique liked the cold air-conditioning in the train.

At 9 a.m., A man holding a coffee cup boarded the train headed into Norfolk from Newtown Road.

"Sir, you can't drink on the train," a Tide Guide said. "Please exit."

"Oh, I can't?"

"Please exit!"

"I will if you'll let me ask a question!" the man exclaimed.

They stepped off the train together. Another Tide Guide shook her head.

"Attitude," she said.

At 9 a.m., Linda Schoenhoff was excited to run into Hampton Roads Transit CEO and President Philip Shucet as she left the Newtown Road station after her early morning ride. "Will you autograph my poster for me?" she asked him as she handed him a souvenir Tide poster. Shucet did with a smile, handed it back to her and joked, "That will be worth three cents one day." Schoenhoff said, "I'm going to take it to 'Antiques Roadshow.'"

8:45 a.m. Michael Galvin used to take the train into downtown Houston to work. As a government worker, he said it was mandatory. "I don't understand why not make it mandatory to ride light rail if you work downtown," he said. A Virginia Beach resident who works downtown and pays \$100 a month to park, Galvin said, "I think I'll do this ... Like any in any metropolitan area, why drive in the downtown?"

At 8:40 a.m., Bo Foley, a lawyer wearing a suit and tie and carrying a briefcase, rode The Tide from his office in Freemason to the courthouse. "This makes perfect economic sense," he said. "Normally, I'd drive and pay \$3 to park. A roundtrip ticket is \$3. And this is a lot easier."

At 8:35 a.m., Barbara Sgueglia had four kids in tow from a 13-year-old to a 1-year-old in a stroller at the MacArthur Square station. They rode from Newtown Road where they parked, got off downtown to eat breakfast at d'Egg Diner, walk around Waterside and the waterfront, then ride home. Sgueglia said she's eager for The Tide to go Chesapeake where she lives because her husband's office is along the rail line and he's spending \$12 a day in gas to commute.

At 8:23 a.m., Curious George boarded the Tide at York Street and rode one stop to Monticello, where he got off and casually posed for photos.

In the two minutes or so that he was on the train, the costumed monkey character held hands with children, wiggled his rump and handed out fliers for the Curious George art exhibit at the Chrysler Museum.

As the train pulled away, leaving him at the station, the monkey waved.

"Bye!" called a little girl, and waved back.

At 8:20 a.m., Annie Carter-Perry had boarded the Tide at the EVMC/Fort Norfolk station, along with a crowd of joyriders.

"You doing this for fun?" asked the woman beside her.

"No, I'm not," Carter-Perry replied. "My bus makes me late to work every day, so I'm going to try the train, see if I can get there on time."

Just about 15 minutes later, as the train pulled into her stop, she checked the time on her cell phone and said, "I'll be on time. I won't get to work at the last minute."

As she headed to her job at Shepherd's Village assisted living, near Norfolk State University, she added: "I've got time to spare."

At 8:10 a.m., A man riding with a small boy looked out the train window at the information sign at the Monticello station. It featured a picture of

the Tide, with the words: "People didn't know they'd love cell phones, either."

The man read it aloud and said to the rider in the seat behind him, "Everywhere they built one of these, people hated it, but now they love it."

Chester Long Jr. was among 50 Rotary Club members who boarded The Tide as a show of support. He said he plans to commute daily on light rail from his Virginia Beach home to his job as a SunTrust senior vice president. "I'm thinking seriously about giving up my parking," Long said. From the MacArthur Center station, where Long disembarked, "I have a two block walk. It saves you money and you get exercise. I like the whole concept of it."

At 7:53 a.m., A flashing red stoplight backed up cars 10 deep in both directions on Granby Street. A Tide train sat at the corner on Charlotte Street, also waiting for a signal to cross the intersection

A pedestrian hesitated on the sidewalk, looked at the train uncertainly, then crossed in front of it.

A woman leaned out a car window and called to him: "Can we go?"

The pedestrian raised his hands, shrugged his shoulders and called back: "I have no idea."

Before 6:30 a.m., The Newtown Road park-and-ride lot, with 266 spaces, was full. HRT opened two satellite lots at nearby churches, each with 200 spaces.

At 6:12 a.m., Ed Steward was overwhelmed by the crowds for the launch. "I'm just trying to get to work - I had no idea," Steward said. "I didn't expect this fanfare." He normally takes two buses, riding about an hour, to get to his job at a shipyard on the Elizabeth River from his home near Newtown Road. He thinks he can cut that commute in half on the Tide, by walking or busing to Newtown, getting off at Harbor Park, and taking the pedestrian walkway over the Elizabeth River to the shipyard. "I'm trying it out; seeing if it works."

At 6:05 a.m., As the Tide made its first stop at Military Highway the train was already shoulder-to-shoulder. A dozen or so people waiting on the platform couldn't get on. They had to wait for the next train.

At 6 a.m., the first trains rolled out of the Newtown Road and EVMS/Fort Norfolk stations. Watch video [here](#).

Connie Jacobson became the first rider on the Newtown Road station platform, aside from volunteers and dignitaries. She drove from her home in downtown Norfolk to the city line and arrived at 4:45 a.m. "I wanted to be where it starts," she said. "I am very pleased with The Tide and wanted to be the first on it."

At 5:59 a.m., The first train pulled up to Newtown Road for the inaugural ride - and there were already about a half dozen passengers who were picked up before the official launch because they were waiting at stations between the rail yard and Newtown Road.

Cynthia Creede was the first to board ahead of schedule at the Ballentine/Broad Creek station, along with a couple others, as the train made its way Newtown Road. "I can't believe all these people are so excited to take a train ride," said the former New Yorker. "I wanted to drink my coffee, read my paper and take a train ride because I haven't done it since

I left New York 20 years ago."

At 5:40 a.m., Short speeches from Mayor Paul Fraim and HRT President and CEO Philip Shucet before the ceremonial ribbon is cut. "We've taken good care of every penny we've spent. That belongs to you," Shucet said. Midsentence, there were a few laughs and heckles: "That was the wrong statement to make," said Tom Viele of Virginia Beach. "\$100 million over budget."

Dozens of protestors joined the hundreds of train enthusiasts at the Newtown Road station. They toted signs: "Already Taken For A Ride," "Light Fail," "Not in Virginia Beach," "The Rail Ends Here."

At 5:30 a.m., Several hundred people lined up at the Newtown Road station hoping to be on the inaugural ride of The Tide. Protesters gathered to speak against the potential expansion of light rail to Virginia Beach.

Bridget Goeke, 22, of Virginia Beach, rode her bike two miles to the station at 5:15 a.m. and was at the front of the line. "I want to be part of history and I'm pretty tired of wasting gas," she said.

At 5:10 a.m., Hampton Roads Transit President and CEO Philip Shucet sent off the day's first trains and operators from the rail yard before daybreak by reading a blessing from Indian Chief Seattle called Prayer to the Four Directions. It starts: "Great Spirit of Light, come to me out of the East with the power of the rising sun."

Compiled by staff writers Debbie Messina, Diane Tennant and Philip Walzer.

Trains will run today and Saturday from 6 a.m. until midnight, and Sunday from 11 a.m. to 9 p.m. If the Tides baseball game at Harbor Park runs late, trains will run for one hour after the end of the game.

George Barsky

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The Faithful Rejoice

geoghb@erols.com to: rockvillepikeplan

Sent by: **geoghb@pop.erols.com**

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08/22/2011 01:46 PM

<http://www.youtube.com/watch?v=ZisYNAOm7W0>

Still no Messiah but new LRT brings the faithful together for an uplifting occasion.

George Barsky

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hosting - <http://link.myhosting.com/myhosting>



Explanation about the new Jerusalem LRT

geoghb@erols.com to: rockvillepikeplan

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08/23/2011 11:09 AM

<<http://www.israelnationalnews.com/News/News.aspx/146929>>

A perfect solution for a new Rockville Pike. Unfortunately the County Council is hell bent on creating a RockVILE Pike with noisy, dirty, costly, polluting, ungreen, and uninviting buses with its senseless BRT scheme. With all the automotive, truck and bus traffic bikers and pedestrians will gasp for a clean fresh breath of air. No joy or fun pedaling along that insane road.

Its difficult to comprehend how a group of smart and well meaning individuals can make such a horrendous mistake. If LRT works for the Purple Line and a hoped for CCT than LRT is the smartest transit solution for Rockville Pike connecting the Purple Line to the CCT. Why must one of the wealthiest counties in the USA have to settle for BANANA REPUBLIC TRANSPORTATION? Yes, MC can become a laughing stock of the country with inane BRT. It's unattractive to riders, businesses, taxpayers and residents, except for the County Council.

Its high time to stop being a cement head and think clean, quiet, fast, dependable electric transit.

Did you ride the bus to work today?

George Barsky

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A Rapid Transit Project in Victoria , BC

geoghb@erols.com to: rockvillepikeplan

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09/07/2011 10:14 AM

<http://www.bctransit.com/vrrt/>

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Summary Videos - Rapid Transit Project in Victoria , BC

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09/07/2011 11:22 AM

Comprehensive and easy to understand video explanation about the Victoria,
BC Rapid Transit Project.

Part I Review and Background

<http://www.youtube.com/watch?v=m99kiwEbLkg&NR=1>

6 minutes

Part II Technology and Conclusions

<http://www.youtube.com/watch?v=83Io007rUVM&NR=1>

10 minutes

Documentation

<http://www.bctransit.com/vrrt/>

George Barsky

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[Share](#) |

August Update

Release of Technical Reports

The Technical Reports provide detailed information on the [Victoria Regional Rapid Transit summary report](#). The Technical Reports include the six following volumes.

[Volume 1: Regional Data and Traffic Information](#)

- Forecast population and employment growth
- Settlement patterns and trends
- Regional travel demand patterns and forecast increases in travel demand
- Victoria Regional Transit System operational performance and trends

[Volume 2: Corridor Evaluation](#)

- Identification, analysis and evaluation of transportation corridors to identify the optimal corridor within which to provide a rapid transit service

[Volume 3: Development and Evaluation of Alignment Configuration](#)

- Identification, analysis and evaluation of various options for placement of the rapid transit running way within the optimal corridor identified in Volume 2

[Volume 4: Functional Alignment Report](#)

- Development of conceptual plans for the recommended rapid transit alignment configuration identified in Volume 3 to confirm fit, identify operational characteristics

[Volume 5: Technology and Option Evaluation](#)

- Identification of rapid transit vehicle technologies; development of ridership estimates for the rapid transit service; development of conceptual cost estimates; completion of a multiple account evaluation of the various options

[Volume 6: Communication and Consultation](#)

[Volume 6: Communication and Consultation Appendix 1 & 2](#)

[Volume 6: Communication and Consultation Appendix 3 & 4](#)

[Volume 6: Communication and Consultation Appendix 5 & 6](#)

In addition, the frequently asked questions have been updated to address the [most common questions](#) being raised by the public over the last few months.

June Update

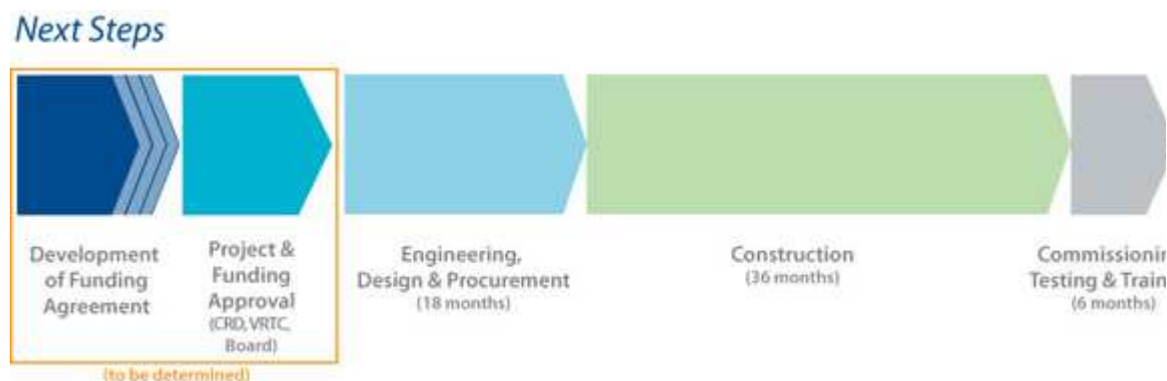
BC Transit Board Approval

At the BC Transit Board of Directors meeting held on May 26, 2011, a motion was passed to support moving Victoria Regional Rapid Transit project forward to the next stage, specifically:

ON A MOTION duly made and seconded, IT WAS RESOLVED that the Board of Directors approve:

- [The Victoria Regional Rapid Transit Report](#) for submission to the Province;
- The following endorsement from the Victoria Regional Transit Commission:
 - Approve the Victoria Regional Rapid Transit Project recommendation of Light Rail technology
 - Support moving the project forward to the next stage to seek and secure federal and provincial funding required to develop a capital and operating funding plan. This plan will identify the secured funding sources for the project, including the required local share.
 - As per the CRD resolution, BC Transit and the Capital Regional District will establish a task force to investigate alternative funding and transit incentive options for the local share.
 - Direct staff to prepare a plan for consideration by the VRTC in September 2011, identifying interim improvements to transit services and infrastructure in accordance with the direction of the LRT project.
- The development of a capital and operating funding plan and a finalized business case to be submitted to the Board of Directors for approval.

Next Steps



April 2011 Light Rail Recommendation

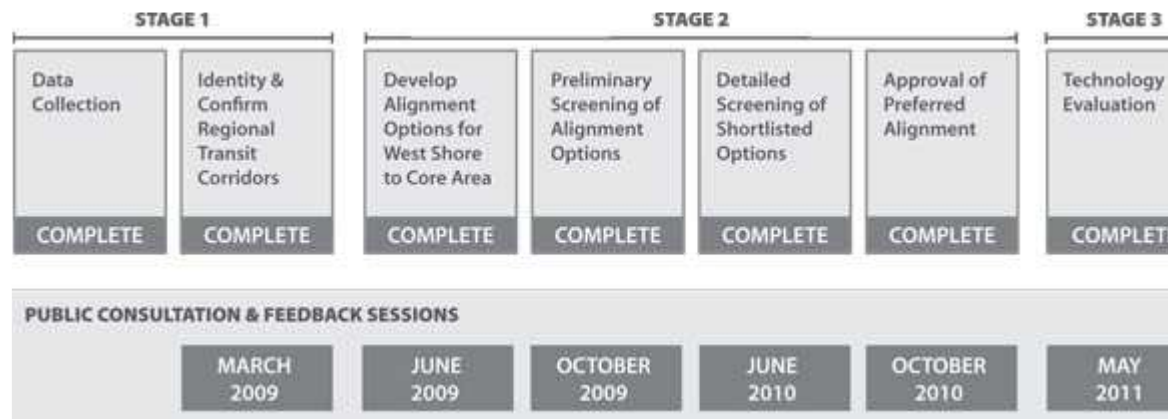
Based on extensive public consultation and detailed analysis, on April 26th, 2011 Light Rail Transit (LRT) was recommended as the preferred technology to connect Victoria to the West Shore.

[Click here](#) for the full announcement.

[Click here](#) to give us your feedback.

Exhibit No. 93

Two Part Summary of Victoria Rapid Transit Project Analysis and Recommendation – Spring 2011

Project History

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Public Transit Rallies
 George Barsky
 to:
 rockvillepikeplan
 09/15/2011 08:22 PM
[Show Details](#)

Don't X Out Public Transportation Rallies

SUPPORT LOCAL LRT

Posted: 14 Sep 2011 11:29 AM PDT

Don't X Out Public Transportation rallies are being scheduled around the country for Sept. 20. At the rallies, public transit riders, advocates and employees will call on Congress to support public transportation by opposing proposed cuts of more than one third to federal transportation funding.

Here's the list of rallies as of Sept. 14:

Birmingham, Alabama

Rally at 17th Street and Morris Avenue (Map)

3:00 – 5:00 PM

Boston, Massachusetts – Details TBD

Chicago, Illinois

Rally at Union Station, 251 N Clinton Street (Map)

4:00 PM

Cleveland, Ohio

Rally on the Public Square, Frankfurt Avenue and Ontario Street (Map)

12:00 PM

Fall River & New Bedford, Massachusetts

PLEASE NOTE: This event is taking place on Sept. 21.

Rally at City Hall with the Mayors at 2:00 PM; we will march from the Fall River bus terminal to City Hall at 1:45 PM

Greensboro, North Carolina

Rally at J. Douglas Galyon Depot Transportation Center, 236 E. Washington Street in Greensboro (Map)

10:00 AM

Johnstown, Pennsylvania

CamTran drivers will be wearing red armbands and handing out `Don'tX' stickers to passengers all day. CamTran passengers, remember to wear red on September 20th to show your support for your public transit system!

Los Angeles, California

Rally at Northeast corner of S. Western Avenue and Wilshire Boulevard (Map)

9:00 AM – 12:00 PM

Miami, Florida – Details TBD

Minneapolis, Minnesota

Rally at Government Plaza Station on 5th Street between 3rd Avenue and 4th Avenue (Map)

Exhibit No. 93

10:00 AM – 1:00 PM
New York, New York - Details TBD
Oakland, California
Rally on the corner of Broadway and 14th Street (Map)
4:00 PM
Providence, Rhode Island
Rally at Kennedy Plaza (Map)
10:00 AM – 12:00 PM
Springfield, Massachusetts
Rally on the corner of Main Street and Lyman Street (Map)
11:00 AM – 12:30 PM
Worcester, Massachusetts – Details TBD

A proposed 35 percent cut in federal funding for public transportation would lead to service delays, overcrowding, fare increases and cutbacks to the number of vehicles running, leading to longer wait times. These cuts would have a severe effect on the country's ability to create and sustain jobs, further hampering efforts to stimulate and grow the national economy.

Don't X Out Public Transportation Day is the combined effort of Amalgamated Transit Union (ATU), the American Public Transportation Association (APTA), Los Angeles Bus Riders Union, National Association of Public Transportation Advocates in Action (NAPTA), Reconnecting America, Transit Riders for Public Transportation, Transportation for America (T4), the Transportation Equity Network, Transportation Workers Union (TWU), Urban Habitat and transit systems and advocates across the country.

For more information and to learn about local events in communities across the country visit www.supporttransit.org.

We don't want Banana Republic Thinking aka BRT

George Barsky

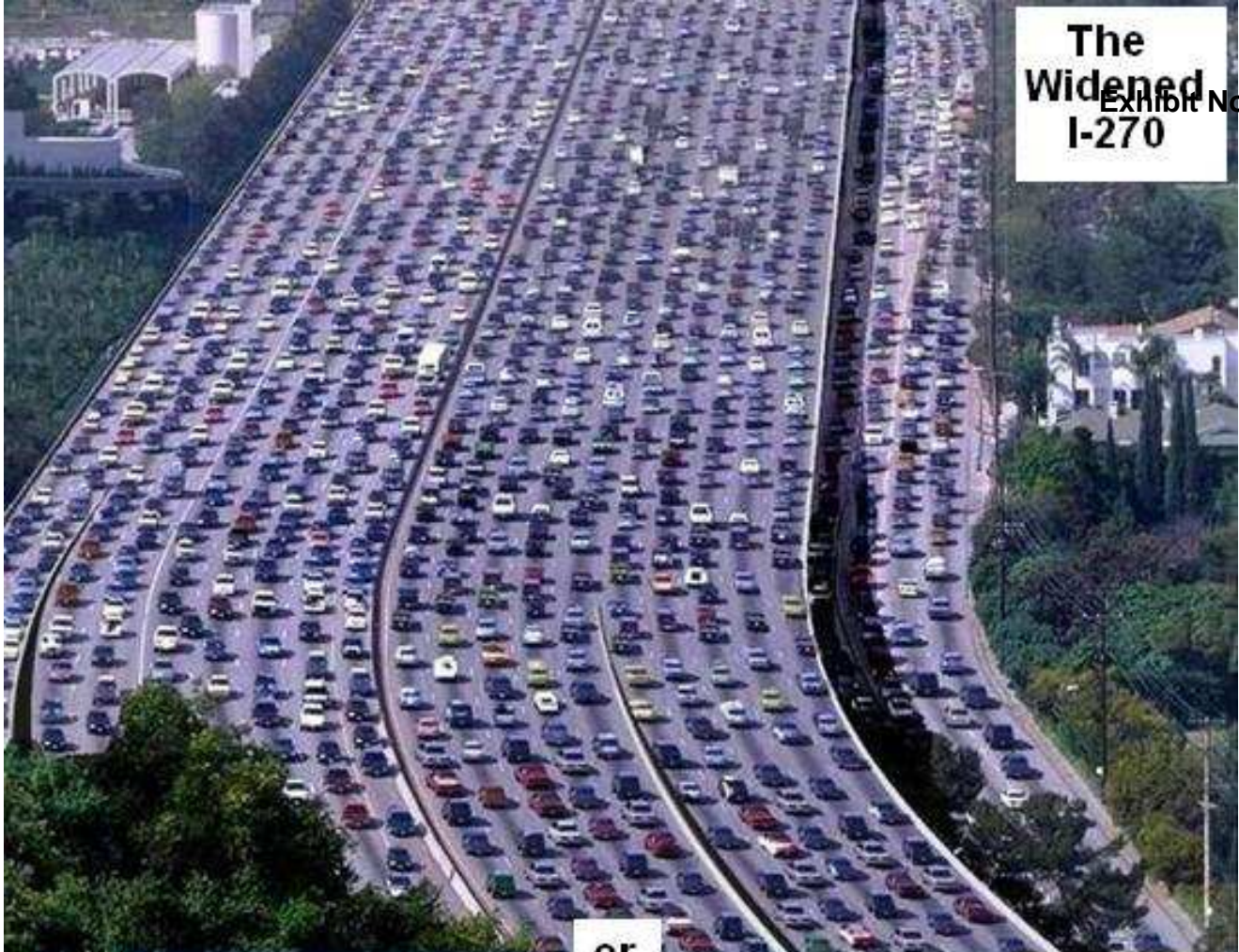








**The
Widened
I-270**
Exhibit No. 93



or

**The CCT
as LRT
??**



Let's Make the SMART Choice for a Change



Why First Rate Public Transit is Important

geoghb@erols.com to: rockvillepikeplan

Sent by: geoghb@pop.erols.com

Please respond to geoghb

09/21/2011 12:23 AM

3 attachments



LRT Cartoon.gif



CCT-34.JPG



CCT-25.JPG

Four reasons why Light Rail is Important for Montgomery County.

1. Light Rail Transit systems have been shown to improve the economic competitiveness of cities and suburbs.

- a. Light Rail infrastructure creates confidence to invest for the long-term
- b. Light Rail provides a high quality, sustainable service that allows businesses and users to enjoy great benefits in terms of time and money saved as well as safety and cleanliness to the local environment.
- c. Light Rail enhances the urban landscape and makes urban centers more attractive places to invest, live and work.
- d. Light Rail appeals to middle and higher income ridership

2. Light Rail Transit is a significant driver of civic regeneration for cities and suburbs.

- a. Light Rail promotes significant local investment.
- b. Light Rail makes a strong positive impact on employment, property values, and quality of life.
- c. Light Rail focuses development rather than generating sprawl.
- d. Light Rail demonstrates a community's dedication to its citizens and to the next generations by building a clean and sustainable system.

3. Light Rail Transit has long been regarded as a particularly sustainable form of public transportation and has significant long-term economic and environmental advantages.

- a. Light Rail helps diminish climate change
- b. Light Rail has positive impacts on air quality and environmental ambiance
- c. Light Rail uses lower cost dependable clean domestic energy.
- d. Light Rail symbolizes prosperity, cleanliness, health, and forward thinking.

4. Light Rail Transit is successful shifting people out of their cars and on to public transport while offering a broad range of benefits to society.

- a. Light Rail reduces or eliminates road congestion
- b. Light Rail reduces air pollution and noise
- c. Light Rail helps to reduce road accidents
- d. Light Rail frees up road space and having to build or widen roads
- e. Light Rail reduces the demand for places to park the car.
- f. Light Rail diminishes the need to pave over our green spaces with ever widening roads and parking lots -- preserving valuable trees, wetlands, and

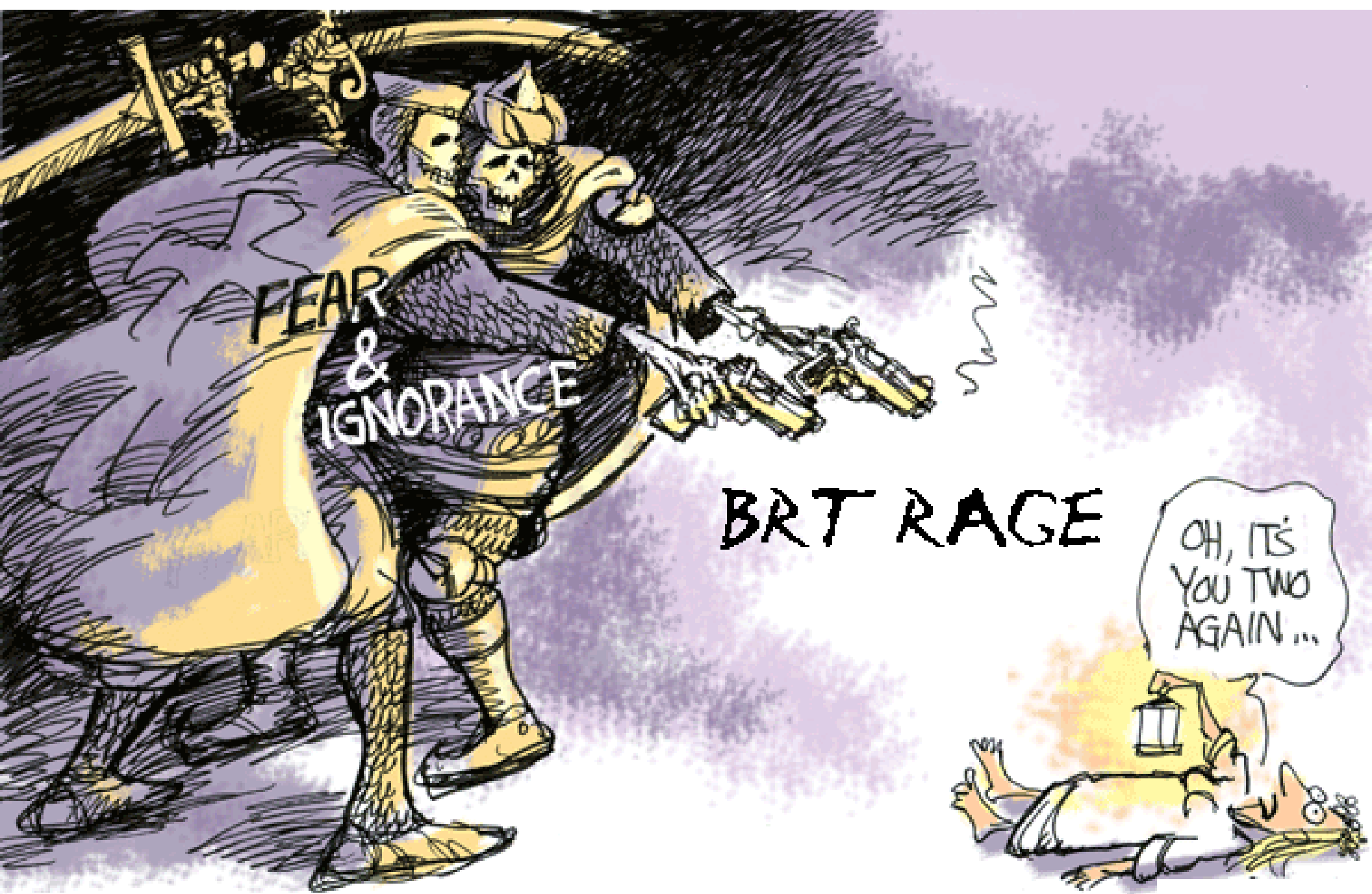
watershed areas.

Light Rail Transit shows our complete commitment to solving commuter and environmental challenges while sustainably enriching our communities economically, and environmentally.

Demand 1st rate Light Rail Transit from your county officials ... NOW.

George Barsky

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BRT RAGE

OH, IT'S
YOU TWO
AGAIN...

LRT

County Officials



The CCT - Crossing I-270 from Kings Farm to West Gaithersburg

"Progress does not happen by itself, it is the product of choices."

Let's make the right choice AND build it now.





Gent, Belgium does Smart Transit
geoghb@erols.com to: rockvillepikeplan
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09/21/2011 01:27 PM

Videos

<<http://www.youtube.com/watch?v=VLla-2AKs8S0&NR=1>>

<<http://www.youtube.com/watch?v=GDQ-kUtSGy8>>

Gent is a very old European City and has no subways or metros. It does have a large surface Light Rail System. You will note some of the very narrow streets used by the Light Rail and the very many pedestrians and bikers with it.

The trams are both multi-unit and single unit double end vehicles, i.e., they have controls at both ends of the vehicle and doors on both sides. No turnaround loops are needed that way. The multi-unit trams are about five years old and the single unit trams about 35 years old. They were built to narrow standards to travel on the narrow streets.

Also note the high frequency of trams providing excellent service to the city population. Some of the tram lines are quite lengthy.

George Barsky

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Future Public Transit

geoghb@erols.com to: rockvillepikeplan

Sent by: **geoghb@pop.erols.com**

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09/27/2011 10:36 AM

2 attachments



BRT.JPG



MC Future Vision.JPG

What's in our transit future?

George Barsky

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The real need is THIS
Take a DEEP Breath
A View of Progress
Demand 1st Rate Public Transit

Montgomery County Future Vision
Take a DEEP Breath
A View of Backwardness
More 3rd Rate Transit

Suggestion to a Functionally Obsolete Leadership



Smart - Appealing - Clean and Green - Poised for Growth - Environmentally and Public Friendly



Making Choices

geoghb@erols.com to: rockvillepikeplan

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09/27/2011 12:37 PM

1 attachment



Transit Choices.JPG

George Barsky

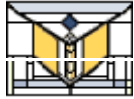
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Correct Choice
Progressive Leadership



Wrong Choice
Outdated Leadership

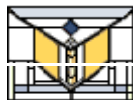


[To:](#)
Cc:
Bcc:
Subject: Fw: proposed extension of Fleet Street

From: "Jane Hoddinott" <j.hoddinott@verizon.net>
To: <planning.commission@rockvillemd.gov>
Date: 05/19/2011 08:59 AM
Subject: proposed extension of Fleet Street

I recognize that the extension is logical and have often thought it would be convenient if there were such an extension. However, my son started at Richard Montgomery two years ago and I now understand that the current path is a very busy pedestrian area during lunch time, athletic events and after school. A large number of students leave the school to visit the 7-11 and other adjacent stores during their lunch period. They travel in groups, talking with one another and on their cell phones, and as their lunch period is not long, I'm sure some of them are rushing. The combination of young, distracted pedestrians and increased traffic could be dangerous. For this reason, I would like to ask that you reconsider any proposal to extend Fleet Street.

Thank you
Jane Hoddinott



To:
Cc:
Bcc:
Subject: Fw: Possible Fleet Street Expansion

----- Forwarded by David Levy/RKV on 05/19/2011 10:58 AM -----

From: "Zhao, Hong" <Hong_Zhao@mcpsmd.org>
To: "planning.commission@rockvillemd.gov" <planning.commission@rockvillemd.gov>
Date: 05/19/2011 10:03 AM
Subject: Possible Fleet Street Expansion

I'm a parent of RM student. I heard that there is an extend plan of fleet street on the **draft** "Rockville's Pike – Envisioning a Great Place".

Fleet Street currently begins at Maryland Ave (where the Rockville Police station is located), runs in front of RMHS – and ends at Mt. Vernon Place.

Plans call for extending Fleet Street from Mt. Vernon Place to Wootton Parkway – today, there is a "right-of-way" path that runs behind the 7-Eleven store that would turn into the Fleet Street extension.

Pedestrian safety is critical, and a developed Fleet Street in front of RMHS is of concern: more traffic could pose danger to RM students before school, at lunch time, after school and of course during athletic and other events held at RM in the evening and on weekends. Please seriously consider the safety of our kids first!!

Sincerely,
Hong Zhao

Exhibit No 96

Rockville Pike Plan

Bill Burchett

to:

planning.commission

05/19/2011 06:05 PM

Cc:

WECA_RockvilleMD, RMPTSA_Listserv, RMClusterPTA, rockvillepikeplan, mayorcouncil

Show Details

Dear Rockville Planning Commission,

I have followed the new Rockville Pike plan with much interest. I live 2 blocks from Rockville Town Center and I regularly shop, exercise and dine at business's located on the Pike. Traffic is almost always heavy and it approaches complete gridlock at peak hours almost every day.

Remedying the Pike traffic problem to everyone's satisfaction is a nearly impossible task. No one wants to suffer the adverse effects of overflow traffic through their neighborhood or on their daily commute routes in order to lesson the traffic on the Pike.

A portion of the proposed Pike plan seeks to extend Fleet St to Wootton Pkwy. This will put many more cars on Fleet St and these additional cars will almost all pass directly in front of Richard Montgomery (RM) HS. While an extended Fleet St would be great for my personal commute, it is a bad plan for the Rockville community in general. I believe the following excerpts from your own consultants highlighted in the Rockville Patch make a good case against the Fleet St extension:

"The pike needs this redevelopment to stay economically competitive in the region and become the signature address that the community wants it to become," said Gianni Longo, co-founder and principal of ACP Visioning and Planning, which the City Council hired in 2007 to develop a new plan for the Rockville's main thoroughfare.

For now, the appearance of the pike "is disheartening," Longo said. "You cannot walk along the pike. It is not an environment that is safe for pedestrians. It is not an environment that is safe for bicycles."

One way to make the pike safer would be to try to reduce traffic and give vehicles better access to businesses in the corridor by expanding the network of streets, said Joel Mann, a transportation consultant with AECOM Technical Services, Inc., which is also under contract with the city.

It seems that the solution to the Pike problem is to divert traffic off the Pike on to secondary roads making them less safe. Funneling any amount of new traffic by a landlocked 2000+ student high school (RM) is a bad idea. Creating a less safe environment for HS students shouldn't be a solution to creating a more safe environment for Pike pedestrians. Joel Mann mentions giving "vehicles better access to businesses in the corridor". There are very few businesses along Fleet St that serve as a destination for Pike commuters (hence the "B" street designation in the plan). The Fleet St extension would instead most likely serve as a "cut through".

RM is nearly an urban school. We don't have vast fields and we aren't located miles away from retail businesses. We are 1 short block off of the Pike. RM students walk to local business's on the Pike for lunch. They visit local business's after school and before practices. When school ends at 2:10, many students disburse on to the Pike, some paying more attention to their surroundings than others. Creating a higher occupancy "cut through" road directly in front of RM is a bad idea.

Have you ever driven on Fleet St around RM on a rainy morning when many of the kids who usually walk to school are driven to school by their parents? Traffic is heavy and kids are let out

Exhibit No 96

along the curb at various locations. I know this because I've let my own kids out in different areas. The RM parking lot is often so congested that if you follow all the rules and drive in and out of it following all the marked signs, it can take 20+ minutes just to get into and out of the parking lot. An extended Fleet St would make things exponentially worse! And please, don't use this as an impetus to have the Rockville Police more heavily patrol Fleet St on rainy school mornings. I do not believe any laws are broken and I don't see this as a safety issue now.

Are you aware of the MCPS projections for enrollment growth at RM? I won't expand on them here except to say that all 4 cluster elementary schools are overcrowded or severely overcrowded by 15% to 35%. The feeder Middle School, Julius West, has plans to expand. There are plans pending to build an additional cluster elementary school. 400+ additional students attending RM in several years will only make the Fleet St extension more risky.

I do have other questions and concerns about the Pike plan but most of these have been addresses by the West End Citizens Assoc. (WECA), it's President Susan Prince and other citizens. This letter specifically addresses the Fleet St extension to Wootton Pkwy. I oppose extending Fleet St to Wootton Pkwy as it's extension poses an additional and unnecessary safety risk to the RM students, staff and the community at large.

Regards,

Bill Burchett

RM Parent

President Richard Montgomery Booster Club

WECA Block Captain for South Adams St

119 South Adams St

Rockville, MD 20850

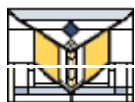
Exhibit No.97

plan city
katherine owens
to:
rockvillepikeplan, kai owens
05/22/2011 03:09 PM
[Show Details](#)

Hi,

I live in the hungerford community in the city and I am VERY excited about the redevelopment. I have watch bethesda change over the last 35 years to a wonderful area to live and I think the revitalization and facelift for the pike can make this are a such a sought after area. It is just what the area needs. Most of my friends and their small children live in Bethesda or Chevy chase and do not know the richness of this area and the many wonderful parks and facilities the city offers because the ugliness of the pike stops them for ever opening their eyes to this great region. This development is vital to this area's future and the will make such a difference!!! The town center is great, but we need the whole pike to be great to get change the perception and get people in to the area!

Best wishes, Katherine Owens
4 Vashi In
Rockville, MD 20852



To:
Cc:
Bcc:
Subject: Fw: Pedestrian/student concerns about possible Fleet Street "improvements"

----- Forwarded by David Levy/RKV on 05/23/2011 10:01 AM -----

From: Jennie Forehand <senatorjen@gmail.com>
To: planning.commission@rockvillemd.gov
Date: 05/21/2011 11:19 PM
Subject: Pedestrian/student concerns about possible Fleet Street "improvements"

To: Rockville Planning Commission members:

RM Community - - Possible Fleet Street Expansion and Pedestrian Safety

Hello!

The following e-mail is from Richard Montgomery High School leaders, with whom I work on many issues..

I'm sure that you will take their pedestrian and traffic safety concerns seriously, but wanted to add my support for their issues! I look forward to learning about this project before it is finalized.

Please let me know if I can help in any way at the State level on the Pike project.

Senator Jennie Forehand senatorjen@gmail.com 301-858-3134

The City of Rockville Planning Commission is currently taking comments on the draft "Rockville's Pike – Envisioning a Great Place"

<http://www.rockvillemd.gov/rockvillespike/2010DraftPlan/index.html>

As part of a future Rockville Pike, plans call for the development of a network of alternate streets that will help relieve congestion on the pike.

One of those proposed extended streets is Fleet Street.

Fleet Street currently begins at Maryland Ave (where the Rockville Police station is located), runs in front of RMHS – and ends at Mt. Vernon Place.

Plans call for extending Fleet Street from Mt. Vernon Place to Wootton Parkway – today, there is a "right-of-way" path that runs behind the 7-Eleven store that would turn into the Fleet Street extension.

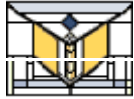
See Chapter 5, pages 15-16 for proposed map:

<http://www.rockvillemd.gov/rockvillespike/2010DraftPlan/index.html>

Pedestrian safety is critical, and a developed Fleet Street in front of RMHS is of concern: more traffic could pose danger to RM students before school, at lunch time, after school and of course during athletic and other events held at RM in the evening and on weekends.

Opening up and developing new roads should go hand-in-hand with improved safety measures for pedestrians.

The City of Rockville Planning Commission is accepting e-mailed comments on the plan through May 27, 2011. Please contact the commission with your concerns at:



[To:](#)
Cc:
Bcc:
Subject: Fw: Proposed Plan for Rockville Pike

----- Forwarded by David Levy/RKV on 05/23/2011 10:05 AM -----

From: "Susan O'Shaughnessy" <soshaughnes@verizon.net>
To: <planning.commission@rockvillemd.gov>
Date: 05/23/2011 08:49 AM
Subject: Proposed Plan for Rockville Pike

As a parent of a Richard Montgomery student, I am concerned about the increase in traffic that will occur on Fleet St as a result of the proposed plan. It is already tricky driving by the high school in the morning rush hour, being careful to avoid students who are walking and parents who are dropping off kids. I only need to think of Wootton High School, near to our house, to know how dangerous it is to have a major commuter road go right in front of a high school. More than one student has been killed in front of that school.

Sincerely,

Susan O'Shaughnessy



To:
Cc:
Bcc:
Subject: Fw: Written Testimony of Woodmont Country Club for submission into the Record for the Rockville's Pike Envision a Great Place Draft for Planning Commission Public Hearing

From: "Mazo, Samantha L. - SLM" <SMazo@linowes-law.com>
To: "planning.commission@rockvillemd.gov" <planning.commission@rockvillemd.gov>, "rockvillepikeplan@rockvillemd.gov" <rockvillepikeplan@rockvillemd.gov>
Cc: "DLevy@rockvillemd.gov" <DLevy@rockvillemd.gov>, "MBayonet@rockvillemd.gov" <MBayonet@rockvillemd.gov>, "CKebba@rockvillemd.gov" <CKebba@rockvillemd.gov>, "Sears, Barbara A. - BAS" <BSears@linowes-law.com>, "Isaacson, Andrew L. - ALI" <aisaacson@linowes-law.com>
Date: 05/23/2011 12:38 PM
Subject: Written Testimony of Woodmont Country Club for submission into the Record for the Rockville's Pike Envision a Great Place Draft for Planning Commission Public Hearing

Dear Chairman Tyner and Commissioners of the City of Rockville Planning Commission:

On behalf of Woodmont Country Club, the attached letter supplements the oral testimony provided by Barbara Sears on March 9, 2011. Please include this letter in the Record for the Rockville's Pike Envision a Great Place Draft for Planning Commission Public Hearing.

Thank you for consideration of our comments, and Woodmont Country Club looks forward to working with you throughout this process.

Please contact us if you have any questions or concerns.

Best-
Samantha Mazo

Samantha L. Mazo

Linowes and Blocher LLP
7200 Wisconsin Avenue
Bethesda, MD 20814
Ph: 301.961.5261
Fax: 301.654.2801
smazo@linowes-law.com
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[attachment "May 23, 2011 Testimony of Woodmont Country Club on Rockville_s Pike- Envision a Great Place Planning.PDF" deleted by Mayra Bayonet/RKV]

May 23, 2011

Barbara A. Sears
301.961.5157
bsears@linowes-law.com

Samantha L. Mazo
301.961.5261
smazo@linowes-law.com

Mr. John Tyner, Chairman
and Commissioners of the
City of Rockville Planning Commission
Rockville City Hall
111 Maryland Avenue
Rockville, Maryland 20850

Re: Written Testimony of Woodmont Country Club on the Rockville's Pike Envision
a Great Place Update to the 1989 Rockville Pike Corridor Neighborhood Plan –
Draft for Planning Commission Public Hearing ("Plan")

Dear Chairman Tyner and Commissioners:

On behalf of Woodmont Country Club ("Woodmont"), which is located at 1201 Rockville Pike, this letter supplements the oral testimony provided by Barbara Sears on March 9, 2011. Approximately 9 acres of Woodmont are located within the Rockville Pike Planning Area ("the Frontage"), and the balance, approximately 450 acres, is located outside the Planning Area.

Woodmont has actively participated in the Plan process since 2008 and supports the proposed mixed-use zoning for the Frontage. Based on our review of the Draft Plan, Woodmont requests modifications to the language regarding the "B" Street parallel to Rockville Pike and the East Jefferson Street Extension at pages 5.17, 5.18 and 5.25 and to the proposed lot width and depth development regulations of the Rockville Pike Form Code. Specifically,

- Woodmont endorses the recommendation to rezone the Frontage to the Form Code. However, the Plan should make clear that it is recommending this zone cover the entire Frontage. The Frontage is potentially severable from Woodmont's ongoing operations, and rezoning within the Planning Area is consistent with the mixed-use recommendations for the balance of the properties within the Plan boundaries along Rockville Pike. Although Woodmont has no immediate plans for redevelopment of the Frontage, it is desirous of ensuring a consistent and appropriate Plan recommendation for the area.
- In lieu of any consideration of an extension of East Jefferson Street, the proposed "B" Street should serve as the future north-south connector road because it would have better connectivity to the proposed and existing street network, can be linked to future

Mr. John Tyner, Chairman
 and Commissioners of the
 City of Rockville Planning Commission
 May 23, 2011
 Page 2

development of the Frontage and would limit potential adverse impact on Woodmont's operation. Construction of the "B" Street should not be triggered by redevelopment of the properties to the north of the Property, but only required if the Frontage is developed. The alignment and extent of the "B" Street on the Frontage should be determined in conjunction with plans for development of the Frontage. This is consistent with the comments made by the City's Transportation Consultant, Joel Mann, at the May 11, 2011 Planning Commission worksession who stated that the Plan should recommend one, not, two, north-south connector roads if Woodmont develops the Frontage.

- The Plan should delete any reference to the extension of East Jefferson Street, which is located outside the Plan Boundary and would adversely impact Woodmont's operations.
- Woodmont requests modification of the Form Code's "Middle Pike" development regulations mandating a 150-foot maximum lot width and 200-foot maximum lot depth. *See* Table 1.2.2.A at page 21 of Chapter 6. To evaluate the application of the Form Code's current recommended development regulations on the Frontage, Woodmont retained The Eisen Group, highly regarded planning and zoning consultants with significant expertise in mixed-use development, including the use and development of form-based codes. This evaluation concluded that the combination of the lot width and depth limitations, together with the required build-to-line and mandatory setbacks of the Form Code, substantially inhibits the ability to construct a viable mixed-use product. Specifically, multi-family development with ground-floor retail and above-ground structured parking is the type of development most feasible for the Frontage and consistent with the Plan goals. However, when the proposed setbacks, build-to-line and other proscribed limitations are considered together with maximum permitted lot and block dimensions and acceptable locations and configurations for necessary parking structures, the remaining development is much too small for realistic development to occur.¹
- Based on this evaluation, Woodmont recommends the Form Code be modified to permit a lot width of at least 320 feet and lot depth of at least 370 feet on the Frontage. Mr.

¹ Specifically, Table 1.2.2.A at pages 21-22 of Chapter 6 mandates a 150-foot maximum lot width and a 200-foot maximum lot depth as well as a 40-foot front build-to-line and front, side and rear yard setbacks for parking for the Frontage. These restrictions result in a development area that is only approximately 15 feet wide after allowing for the necessary 120-foot parking structure footprint. Such a limited development area will not create the necessary economic incentive for development.

LINOWES
AND **BLOCHER LLP**
ATTORNEYS AT LAW

Mr. John Tyner, Chairman
and Commissioners of the
City of Rockville Planning Commission
May 23, 2011
Page 3

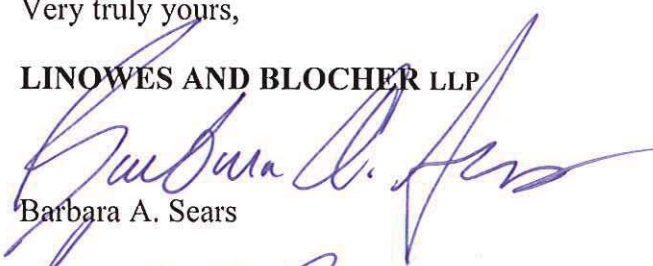
Eisen will be available to attend upcoming Planning Commission worksessions on the Form Code to further explain his recommendations.

In summary, (1) Woodmont requests that pages 5.17, 5.18 and 5.25 of the Plan be modified to recommend that only the "B" Street be constructed if Woodmont develops the Frontage and to remove any recommendation for the East Jefferson Street extension; (2) Woodmont further requests that the "B" Street language on page 5.17 be modified to only recommend a "B" Street extension if Woodmont develops the Frontage, and not if the properties north of the Club redevelop, but Woodmont does not; and (3) Woodmont requests that the Form Code's lot width and depth requirements applicable to the Frontage be amended to allow for reasonable development in furtherance of the Plan's goals, as recommended above.

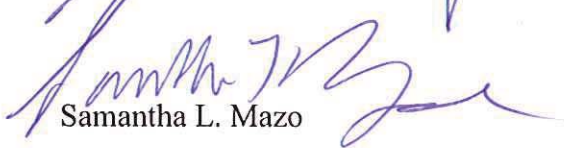
Thank you for your consideration of our comments. Woodmont is eager to work with the Planning Commission and Staff to make the Plan as clear and effective as possible.

Very truly yours,

LINOWES AND BLOCHER LLP



Barbara A. Sears



Samantha L. Mazo

Enclosures

cc: Mr. David Levy
Ms. Mayra Bayonet
Ms. Cindy Kebba
Andrew Isaacson, Esq.
Larry Gandal, Esq.
Mr. Robert Youngentob
Mr. Jon Eisen
Mr. Brian Pizzimenti